STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

May 29, 2003
Subject: Windham / Westbrook
Project No. F-NH-014P (58) E
PIN No. 2850.10
Bid Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to your Bid Package:

1) In the contract book please delete in its entirety Special Provision Section 309 "Full Depth Recycled Pavement (With Foamed Asphalt)",six pages dated April 9, 2003, and replace with the new attached Special Provision Section 309 "Full Depth Recycled Pavement (With Foamed Asphalt)"six pages dated May 27, 2003.

2) In the Plans please delete the following plan sheets # 36, 37, 38, 43, 46, 48, 49, 50, 54, 55, 58, 59, 60, 62, 64, 68, 69, 70, 71, and 72 of 280 dated 3/03,and replace with the new attached plan sheets # 36, 37, 38, 43, 46, 48, 49, 50, 54, 55, 58, 59, 60, 62, 64, 68, 69, 70, 71, and 72 of 280 with a revision date of 5/22/03.

3) The following are questions asked by the contractors with the MDOT responses.

Question: S.P. 304 3rd paragraph: Can salvaged bituminous pavement be used as permanent top layer of aggregate base course if material meets specification of aggregate base course?
Response: Salvaged bituminous pavement can not be used as the permanent top layer of aggregate base course.

Question: S.P. 401: no mention of pay factor for year 2005. Will it be 401.222?
Response: The pay factor for year 2005 will be as currently in the 2002-2003 spec with the exception of the reject and shutdown level going to 0.80 and 0.90 respectively.

Consider these changes prior to submitting your bid on June 4, 2003.

Sincerely

Bruce R. Carter
Contracts Engineer

SPECIAL PROVISION
SECTION 309
FULL DEPTH RECYCLED PAVEMENT
(With Foamed Asphalt)

309.01 Description This work shall consist of pulverizing a portion of the existing roadway structure into a homogenous mass, treating the pulverized material with the foamed asphalt process, and the placing and compacting of this material to the lines, grades, and dimensions shown on the plans or established by the Resident.

MATERIALS

309.02 Pulverized Material Pulverized material shall consist of a portion, or the entire existing bituminous pavement and, if specified, a designated portion of the underlying gravel, pulverized and blended into a homogenous mass. Pulverized material will be processed to 100 percent passing a 50 mm [2 in] square mesh sieve.

309.021 New Aggregate and Additional Recycled Material New aggregate, if required by the contract or job mix, shall meet the requirements of Section 411.02 Untreated Aggregate Surface Course.

Recycled material shall consist of material from the project or from off-site stockpiles that have been processed, prior to use, to 100 percent passing a 50 mm [2 in] square mesh sieve. The Resident shall conditionally accept recycled material at the source; it shall be free of winter sand, granular fill, construction debris, and other materials not generally considered to be bituminous pavement.

309.022 Asphalt Binder The asphalt binder used in the foamed asphalt process shall be Performance Grade 64-28 meeting the requirements of Section 702.01.

309.023 Portland Cement The portland cement shall be Type I or II meeting the requirements of AASHTO M85-89.

309.024 Lime Lime for soil stabilization shall meet the requirements of AASHTO M216.

309.025 Crusher Dust Crusher dust, if required by the job mix, shall be free from friable or deleterious material, including excessive mica, and shall meet the following gradation requirements:

Sieve Size	Percent Passing
12.5 mm [1/2 in]	100
0.075 mm [No. 200]	10 - 15

Water Water shall be clean and free from deleterious concentrations of acids, alkalis, salts or other organic or chemical substances.

EQUIPMENT

309.03 Pulverizer The modified milling or recycling machine shall be a Wirtgen Model WR2500, Caterpillar Model RR350, or equal, and, as a minimum, shall have the following features:

A. A minimum power capability of 600 horsepower;
B. Where the recycling depth exceeds 250 mm [10 in], the effective volume of the mixing chamber shall be increased in relation to the depth of cut;
C. Two microprocessor-controlled systems, complete with 2 independent pumping systems and spraybars, to regulate the application of foamed bitumen stabilizing agent, separate from water (for increasing the moisture content of the recycled material), in relation to the forward speed and mass of the material being recycled;
D. Two spraybars shall each be fitted with self-cleaning nozzles at a maximum spacing of one nozzle for each 155 mm [6 in] width of the chamber;
E. The foamed bitumen shall be produced at the spraybar in individual expansion chambers into which both hot bitumen and water are injected under pressure through individual and separate small orifices that promote atomization. The rate of addition of water into hot bitumen shall be kept at a constant (percentage by mass of bitumen) by the same microprocessor;
F. An inspection (or test) nozzle shall be fitted at one end of the spraybar that produces a representative sample of foamed bitumen;
G. An electrical heating system capable of maintaining the temperature of all bitumen flow components above 150°C [300°F];
H. A single bitumen feed pipe installed between the modified milling or recycling machine and the supply tanker. Circulating systems that incorporate a return pipe to the supply tanker shall not be used;
I. The operator cabin shall be variable from right to left;
J. A printer shall be included to record amounts of materials used.
K. The recycler shall be fitted with a front breaker bar system to ensure that the reclaimed material is broken down to the sizing outlined in 309.02.

In addition to the above features, it is an essential part of this specification that the recycler be capable of exactly reproducing the foaming characteristics produced by the foam lab, to ensure compliance with the mix design as well as correct dispersion of the foamed asphalt. To ensure that the recycling process in the field reproduces the lab mix design, the recycler shall be fitted with the same type of foam expansion chambers as the lab foaming unit.

309.04 Liquid Mixer Unit or Distributor Only tankers with a capacity exceeding 10,000 L [2500 gal] shall be used to supply the recycling machine with bitumen. Each tanker shall be fitted with two recessed pin-type tow hitches, one in front and the other behind, thereby allowing the tanker to be pushed from behind by the recycling machine, and to push a water tanker in front. No leaking tanker will be permitted on the job site. In addition, each tanker shall be equipped with the following:

A. A thermometer to show the temperature of the contents in the bottom third of the tank;
B. A rear feed valve, with a minimum internal diameter of 75 mm [3 in], capable of draining the contents of the tank when fully opened;
C. Insulation to retain heat; and
D. A calibrated dipstick marked at intervals of no more than 100 L [25 gal], for measuring the contents of the tank.

309.05 Placement Equipment Placement of the full depth recycled material to the required slope and grade shall be done with an approved highway grader or by another method approved by the Resident.

309.06 Rollers The full depth recycled material shall be rolled with a vibratory pad/tamping foot roller, a vibratory steel drum soil compactor and a Type II pneumatic tire roller. The pad/tamping foot roller drum shall have a minimum of 112 tamping feet 73 mm [3 in] in height and a minimum contact area per foot of 110 cm^2 [17 in^2]. The vibratory steel drum roller shall have a minimum 2.15 meter [84 in] width single drum. The pneumatic tire roller shall meet the requirements of Section 401.10 and the minimum allowable tire pressure shall be 586 kPa [85 psi].

MIX DESIGN

The Full Depth Recycled Pavement (With Foamed Asphalt) mix design will be treated with the following material proportions:

PG 64-28 asphalt binder	3.5 %
Water needed to ensure proper foaming	3.0 %
Portland Cement (Type I or II)	3.0 %

The optimum moisture content for compaction shall be determined by the Department using samples obtained from the pulverized material prior to the addition of the foamed asphalt, by means of AASHTO T 180, Method D.

CONSTRUCTION REQUIREMENTS

309.07 Pulverizing The entire depth of existing pavement on the travel way shall be pulverized together with approximately 50 mm [2 in] of the underlying gravel into a homogeneous mass.

All pulverizing shall be done with equipment that will provide a homogeneous mass of pulverized material, processed in-place, which will pass a 50 mm [2 in] square mesh sieve.

309.08 Weather Limitations When foamed asphalt is used, full depth recycled work shall not be performed when the atmospheric temperature is below 10°C [50^0F], during wet conditions, or when weather conditions are such that proper pulverizing, adding and mixing foamed asphalt are unfavorable to proper construction procedure, or compaction of the pulverized material cannot

be accomplished. Spreading of lime or cement on the roadway ahead of the recycling machine will not be allowed when windy conditions adversely affect the operation.

309.09 Surface Tolerance The completed surface of the full depth recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of 10 mm [3/8 in].

309.10 Full Depth Recycling Procedure If required by the mix design in order to achieve proper dispersion of the foamed asphalt, a uniform layer of crusher dust shall be spread over the full width of the roadway. The material shall then be pulverized, processed, and blended into a homogeneous mass passing a 50 mm [2 in] square mesh sieve. Material found not pulverized down to a 50mm [2 in] size will be required to be reprocessed by the recycler with successive passes until approved by the Resident.

The material shall then be shaped to the cross-slope and grade shown on the plans, typicals, or as directed by the Resident. New aggregate or recycled pavement meeting the requirements of Section 309.021 - New Aggregate and Recycled Material, of this Special Provision, shall be added as necessary to restore cross-slope and/or grade. Locations will be shown on the plans or described in the construction notes; the Resident may add other locations while construction of the project is in progress. The Contractor will use recycled pavement to the extent it is available, in lieu of new aggregate.

The dry stabilizing agents (lime or cement) shall be spread uniformly over the full width of roadway to be recycled prior to each pass of the recycling machine, in a continuous process, either by means of a mechanical spreader or by hand. Dry stabilizing agents shall be spread at the prescribed rate of application provided by the Department. Foamed asphalt shall be incorporated into the material to a depth determined by the pavement design. These additives shall then be uniformly blended into a homogeneous mass until an apparent uniform distribution has occurred. The Resident may adjust the rate of application as necessary. The resultant material shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade.

Asphalt binder shall be added to the milling or recycling process by pumping from a mobile bulk tanker that is pushed from behind by the recycling machine. Tankers shall be equipped with a built-in thermometer to ensure that the bituminous stabilizing agent is maintained at 180°C $\pm$ 5°C [350°F $\pm$ 10°F]. Bitumen that has been heated above 220°C [425°F] shall not be used for producing foamed bitumen and shall be removed from the site. The system employed to add the foamed asphalt to the recycling process shall conform to the equipment requirements specified in these Special Provisions. The Contractor shall verify bituminous stabilizing agent (asphalt) usage quantities by measuring tanker volume every 300 meters [1000 ft] recycled. At the end of each workday the measurements shall be reported to the Resident.

Sufficient water shall be added during the recycling process to meet the moisture requirements as specified. Water shall be added only by means of the microprocessor control system on the recycling machine and care shall be taken to prevent excessive wetting.

Test strip The contractor shall assemble all items of equipment for the recycling operation on the first day of the foamed asphalt work. The Contractor shall construct a test strip for the project at a location approved by the Resident. The contractor shall have on site a pavement engineer expert in foamed asphalt work to control the test strip, advise on suitability of mixed material, bitumen dispersion within the mixed material, moisture control within the mixed material, compaction and surface finish. The test strip section is required to:

A. Demonstrate that the equipment and processes can produce recycled layers to meet the requirements specified in these special provisions;
B. Determine the effect on the grading of the recycled material by varying the forward speed of the recycling machine and the rotation rate of the milling drum; and;
C. Determine the sequence and manner of rolling necessary to obtain the minimum compaction requirements.

The test strip shall be at least 100 m [330 ft] in length of a full lane-width (or a half-road width).

The Contractor shall repeat the test strip process until parameters of the material properties conform to the requirements specified herein and as directed by the Resident. If a test strip fails to meet the requirements outlined in this Special Provision, the contractor will be required to take corrective action to remedy the test strip defect to the satisfaction of the Resident at no additional cost to the Department. The repeated process of the test strip construction shall be done at the Contractor's expense. The corrective method shall be determined by the Contractor, as directed by the Resident.

Density of the recycled material will be determined by the Department using the nuclear method. After the test strip has been pulverized, the foamed asphalt added and mixed, and the roadway brought to proper shape, it will be rolled as directed until the nuclear density readings show an increase in dry density of less than 16 kg/m³ [1 pcf] for the final four roller passes. This density will be used as the target density for the recycled material. The remaining full depth recycled material shall be compacted to a minimum density of 98% of the target density as determined in the control section.

After compaction, the roadway surface shall be treated with a light application of water, and rolled with pneumatic-tired rollers to create a close-knit texture. The finished layer shall be free from:

A. Surface laminations,
B. Segregation of fine and coarse aggregate, and
C. Corrugations or any other defects that may adversely affect the performance of the layer.

The Contractor shall protect and maintain the recycled layer until the next layer or surfacing is applied. Frequent light watering shall be performed to prevent the surface from drying out. Any damage or defects in the layer shall be repaired immediately as directed by the Resident. An even and uniform surface shall be maintained. Repairs and maintenance for the recycled layers during, and after the curing period has elapsed, resulting from damage caused by traffic, weather or environmental conditions, or resulting from damage caused by the Contractor’s operations or

equipment, shall be completed at no additional cost to the Department. Any repair methods shall be subject to approval by the Resident prior to any repairs being made.

309.11 Miscellaneous No new pavement shall be placed on the full depth recycled pavement until a curing period of **36 hours** has elapsed.

309.12 Method of Measurement Full Depth recycled material (with Foamed Asphalt) will be measured by the square meter. Materials added to restore grade and/or cross-slope in areas not shown on the plans or described in the construction notes shall be measured in vehicles at the point of delivery or by some other method mutually agreeable to the Contractor and the Resident.

309.13 Basis of Payment The accepted quantity of Full Depth Recycled Pavement with Foamed Asphalt shall be paid for at the contract unit price per square meter, complete in-place to the specified limits, which price shall be full compensation for furnishing all equipment and labor for pulverizing, blending, placing, grading, compacting and for all incidentals necessary to complete the work including asphalt binder, water, portland cement, lime, and crusher dust.

Adding materials to restore grade and/or cross-slope in areas shown on the plans or described in the construction notes will not be paid separately; this work will be considered incidental to the item. Adding materials in areas not shown on the plans or described in the construction notes will be paid under the appropriate contract item.

Payments will be made under:

Pay Item	Pay Unit
309.30 Full Depth Recycled Pavement With Foamed Asphalt	Square Meter (SY)

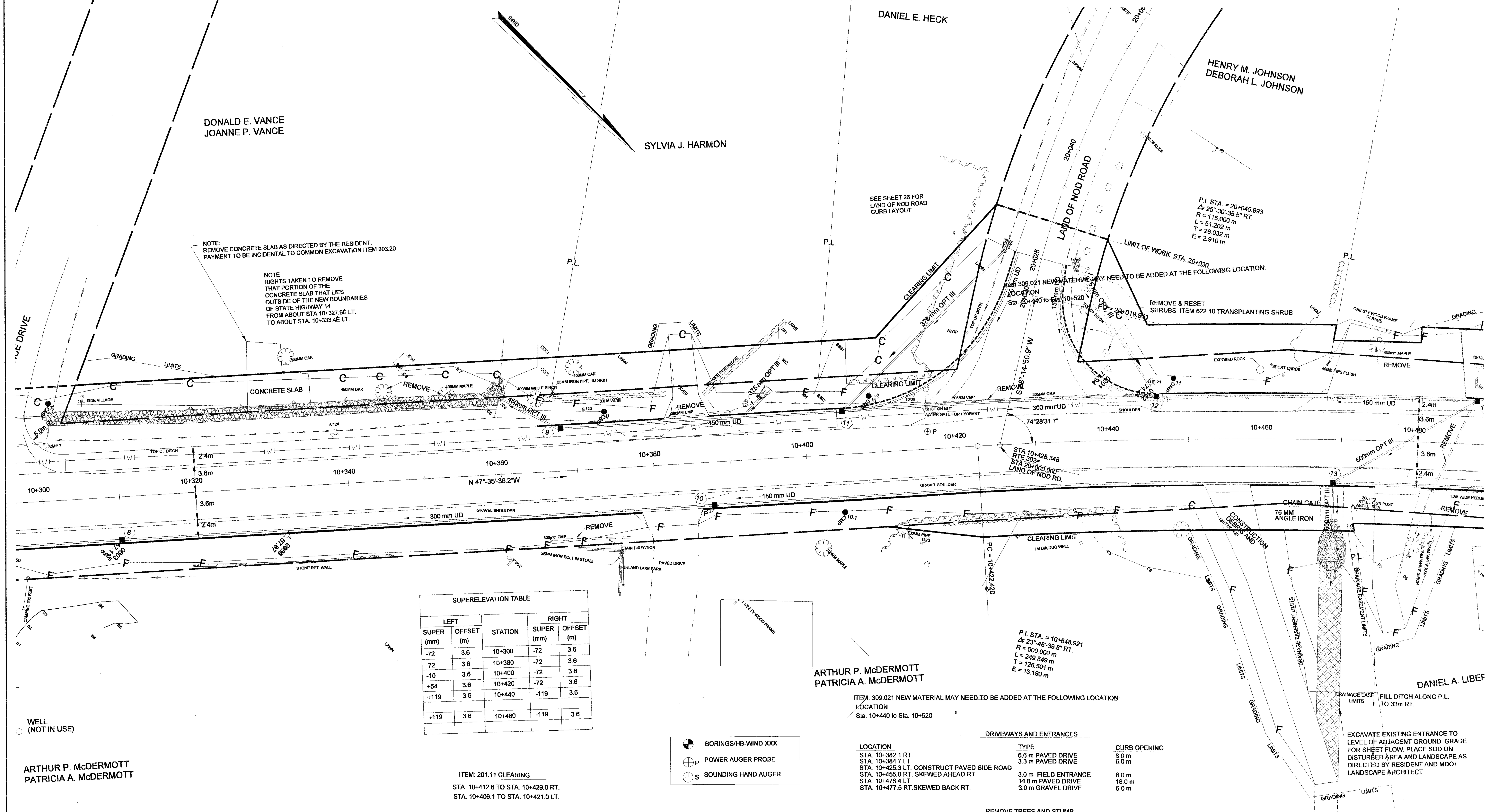
PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	CASEY & GODFREY	1/03
	CHECKED	CASEY & GODFREY	3/03
	REVISIONS		5/22/03
	FIELD CHANGES		

06MAY95-01.01.50

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	36	280



DONALD E. VANCE
JOANNE P. VANCE
SYLVIA J. HARMON
DANIEL E. HECK
HENRY M. JOHNSON
DEBORAH L. JOHNSON
DANIEL A. LIBEF
LAND OF NOD ROAD
NOTE: REMOVE CONCRETE SLAB AS DIRECTED BY THE RESIDENT. PAYMENT TO BE INCIDENTAL TO COMMON EXCAVATION ITEM 203.20
NOTE RIGHTS TAKEN TO REMOVE THAT PORTION OF THE CONCRETE SLAB THAT LIES OUTSIDE OF THE NEW BOUNDARIES OF STATE HIGHWAY 14 FROM ABOUT STA. 10+327.6E LT. TO ABOUT STA. 10+333.4E LT.
SEE SHEET 26 FOR LAND OF NOD ROAD CURB LAYOUT
P.I. STA. = 20+045.993
Δ= 25°-30'-35.5" RT.
R = 115.000 m
L = 51.202 m
T = 26.032 m
E = 2.910 m
LIMIT OF WORK STA. 20+030
ITEM 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATION:
LOCATION
Sta. 20+440 to Sta. 10+520
REMOVE & RESET SHRUBS. ITEM 622.10 TRANSPLANTING SHRUB
CONCRETE SLAB
N 47°-35'-36.2"W
STA. 10+425.348
RTE. 302=
STA. 20+000.000
LAND OF NOD RD.
PC = 10+422.420
P.I. STA. = 10+548.921
Δ= 23°-48'-39.8" RT.
R = 600.000 m
L = 249.349 m
T = 126.501 m
E = 13.190 m
CLEARING LIMIT
GRADING LIMITS
REMOVE
CHAIN GATE
75 MM ANGLE IRON
CONSTRUCTION DEBRIS AND
DRAINAGE EASEMENT LIMITS
DRAINAGE EASE. LIMITS
FILL DITCH ALONG P.L. TO 33m RT.
EXCAVATE EXISTING ENTRANCE TO LEVEL OF ADJACENT GROUND. GRADE FOR SHEET FLOW. PLACE SOD ON DISTURBED AREA AND LANDSCAPE AS DIRECTED BY RESIDENT AND MDOT LANDSCAPE ARCHITECT.
WELL (NOT IN USE)
ARTHUR P. McDERMOTT
PATRICIA A. McDERMOTT

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
-72	3.6	10+300	-72	3.6
-72	3.6	10+380	-72	3.6
-10	3.6	10+400	-72	3.6
+54	3.6	10+420	-72	3.6
+119	3.6	10+440	-119	3.6
+119	3.6	10+480	-119	3.6

ITEM: 201.11 CLEARING

STA. 10+412.6 TO STA. 10+429.0 RT.
STA. 10+406.1 TO STA. 10+421.0 LT.

CONSTRUCT RIPRAP DOWNSPOUT

STA. 10+360.0 LT.

- BORINGS/HB-WIND-XXX
- P POWER AUGER PROBE
- S SOUNDING HAND AUGER

ITEM: 609.11 VERTICAL CURB TYPE 1
ITEM: 609.12 VERTICAL CURB TYPE 1-CIRCULAR
ITEM: 609.23 TERMINAL CURB TYPE 1
SEE SHEET 26 FOR SUMMARY

ARTHUR P. McDERMOTT
PATRICIA A. McDERMOTT

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATION

LOCATION
Sta. 10+440 to Sta. 10+520

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 10+382.1 RT.	6.6 m PAVED DRIVE	8.0 m
STA. 10+384.7 LT.	3.3 m PAVED DRIVE	6.0 m
STA. 10+425.3 LT. CONSTRUCT PAVED SIDE ROAD		
STA. 10+455.0 RT. SKEWED AHEAD RT.	3.0 m FIELD ENTRANCE	6.0 m
STA. 10+476.4 LT.	14.8 m PAVED DRIVE	18.0 m
STA. 10+477.5 RT. SKEWED BACK RT.	3.0 m GRAVEL DRIVE	6.0 m

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 & 201.24

LOCATION	ITEM: 201.23 SIZE AND TYPE	ITEM: 201.24 STUMP
STA. 10+345.3, 11.7 m LT.	450 mm OAK	-
STA. 10+353.4, 10.9 m LT.	400 mm MAPLE	-
STA. 10+476.4, 11.9 m LT.	600 mm MAPLE	600 mm
STA. 10+479.9, 13.6 m RT.	300 mm BIRCH	-

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL.	
STA. 10+365.1 TO STA. 10+404.4	6.0 m LT.	33.3 m
STA. 10+446.5 TO STA. 10+510.0	6.0 m LT.	45.1 m

ITEM: 616.08 SODDING

LOCATION
STA. 10+470 E RT. (DISTURBED AREA BELOW PLUNGE POOL)

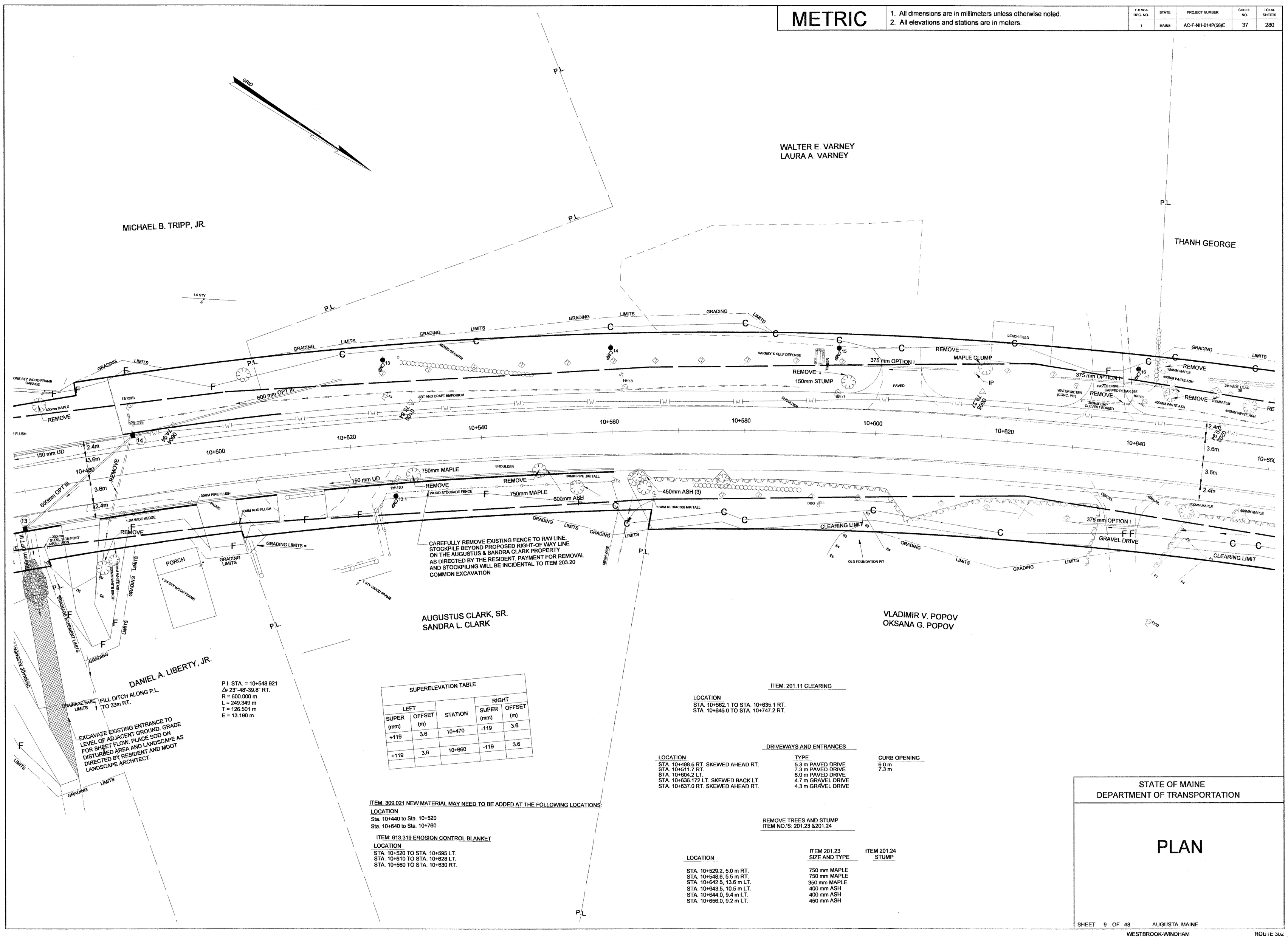
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

SHEET 8 OF 48 AUGUSTA MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	MAINE	AC-F-NH-014P(58)E	37	280



SUPERELEVATION TABLE				
LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
+119	3.6	10+470	-119	3.6
+119	3.6	10+660	-119	3.6

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS

LOCATION
Sta. 10+440 to Sta. 10+520
Sta. 10+640 to Sta. 10+760

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 10+520 TO STA. 10+595 LT.
STA. 10+610 TO STA. 10+628 LT.
STA. 10+560 TO STA. 10+630 RT.

ITEM: 201.11 CLEARING

LOCATION
STA. 10+562.1 TO STA. 10+635.1 RT.
STA. 10+646.0 TO STA. 10+747.2 RT.

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 10+498.5 RT. SKEWED AHEAD RT.	5.3 m PAVED DRIVE	6.0 m
STA. 10+511.7 RT.	7.3 m PAVED DRIVE	7.3 m
STA. 10+604.2 LT.	6.0 m PAVED DRIVE	
STA. 10+636.172 LT. SKEWED BACK LT.	4.7 m GRAVEL DRIVE	
STA. 10+637.0 RT. SKEWED AHEAD RT.	4.3 m GRAVEL DRIVE	

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	ITEM 201.23 SIZE AND TYPE	ITEM 201.24 STUMP
STA. 10+529.2, 5.0 m RT.	750 mm MAPLE	
STA. 10+548.6, 5.5 m RT.	750 mm MAPLE	
STA. 10+642.5, 13.6 m LT.	350 mm MAPLE	
STA. 10+643.5, 10.5 m LT.	400 mm ASH	
STA. 10+644.0, 9.4 m LT.	400 mm ASH	
STA. 10+656.0, 9.2 m LT.	450 mm ASH	

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/22/03
FIELD CHANGES		

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

SHEET 9 OF 48 AUGUSTA, MAINE

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	CASEY & GODFREY	1/03
	CHECKED	CASEY & GODFREY	3/03
	REVISIONS		5/22/03
	FIELD CHANGES		

06MAY95-01.01.50

METRIC

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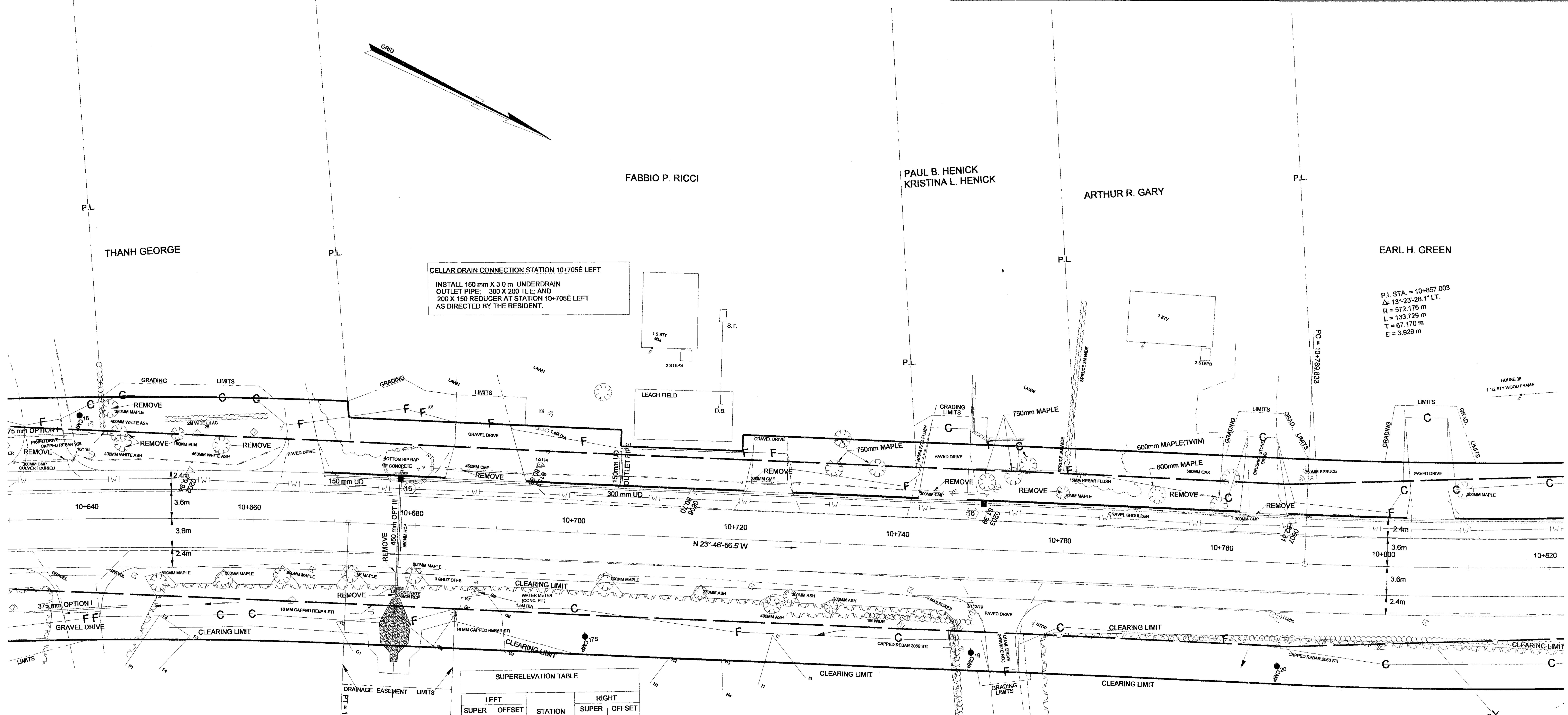
1	MAINE	AC-F-NH-014P(58)E	38	280



SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
+119	3.6	10+630	-119	3.6
+119	3.6	10+660	-119	3.6
+54	3.6	10+680	-72	3.6
-10	3.6	10+700	-72	3.6
-72	3.6	10+720	-72	3.6
-72	3.6	10+740	-72	3.6
-72	3.6	10+760	0	3.6
-72	3.6	10+780	+63	3.6
-126	3.6	10+800	+126	3.6
-126	3.6	10+820	+126	3.6

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 10+667.8 LT. SKEWED BACK LT.	3.3 m PAVED DRIVE	10.0 m
STA. 10+688.4 LT.	6.4 m GRAVEL DRIVE	6.0 m
STA. 10+723.3 LT.	3.8 m GRAVEL DRIVE	6.0 m
STA. 10+744.9 LT.	6.0 m PAVED DRIVE	
STA. 10+751.1 RT. SKEWED AHEAD RT.	3.6 m PAVED DRIVE	
STA. 10+784.6 LT. SKEWED BACK LT.	6.0 m PAVED DRIVE	6.0 m
STA. 10+805.3 LT. SKEWED BACK LT.	5.3 m PAVED DRIVE	6.0 m

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	ITEM: 201.23 SIZE AND TYPE	ITEM: 201.24 STUMP
STA. 10+656.0, 9.2 m LT.	450 mm ASH	
STA. 10+778.9, 6.7 m LT.	600 mm MAPLE(TWIN)	

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 10+640 To STA. 10+760

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 10+640 to Sta. 10+760	6.0 m LT.	362.3 m

ITEM: 201.11 CLEARING

LOCATION
STA. 10+757.6 TO STA. 10+822.8 RT.

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 10+640 TO STA. 10+660 LT.
STA. 10+645 TO STA. 10+675 RT.
STA. 10+730 TO STA. 10+745 RT.
STA. 10+780 TO STA. 10+860 RT.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

SHEET 10 OF 48 AUGUSTA, MAINE
WESTBROOK-WINDHAM ROUTE 302

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	43	280

METRIC

1. All dimensions are in millimeters unless otherwise noted.
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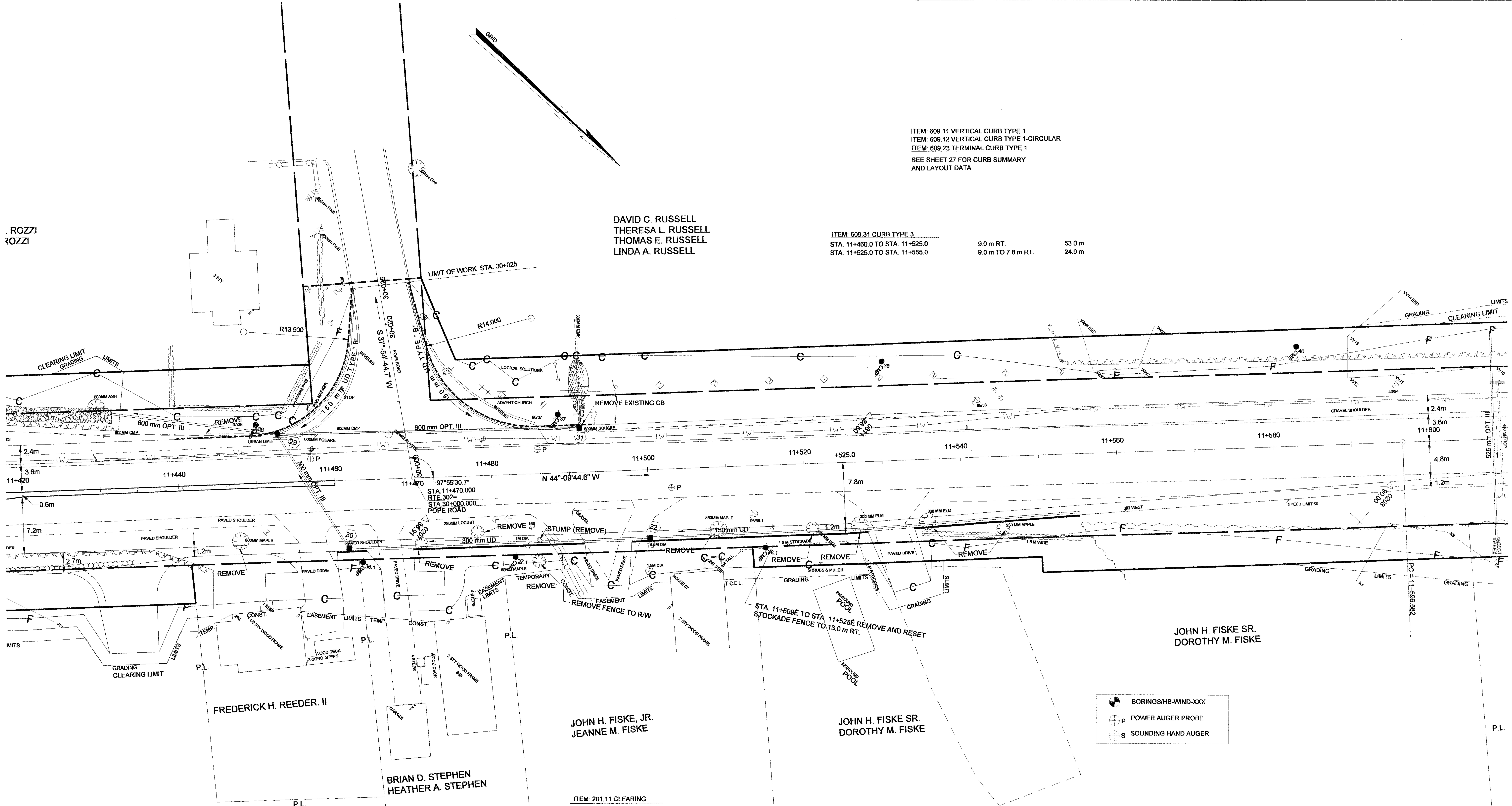


ITEM: 609.11 VERTICAL CURB TYPE 1
ITEM: 609.12 VERTICAL CURB TYPE 1-CIRCULAR
ITEM: 609.23 TERMINAL CURB TYPE 1
SEE SHEET 27 FOR CURB SUMMARY AND LAYOUT DATA

ITEM: 609.31 CURB TYPE 3

STA. 11+460.0 TO STA. 11+525.0	9.0 m RT.	53.0 m
STA. 11+525.0 TO STA. 11+555.0	9.0 m TO 7.8 m RT.	24.0 m

- BORINGS/HB-WIND-XXX
- P POWER AUGER PROBE
- S SOUNDING HAND AUGER

ITEM: 201.11 CLEARING

STA. 11+552.9 TO STA. 11+760.0 LT.

SUPERELEVATION TABLE

LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
-72	3.6	11+420	-72	3.6
-72	3.8	11+560	-72	3.6
-18	3.6	11+580	-72	3.6
+36	3.6	11+600	-72	3.6

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 11+455.6 RT. SKEWED AHEAD RT.	4.9 m PAVED DRIVE	
STA. 11+466.6 RT. SKEWED AHEAD RT.	3.1 m PAVED DRIVE	6.0 m
STA. 11+472.2 LT. SKEWED BACK LT. CONSTRUCT PAVED SIDE ROAD		
STA. 11+494.5 RT.	4.8 m PAVED DRIVE	6.0 m
STA. 11+530.448 RT.	4.9 m PAVED DRIVE	6.0 m

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 11+447.7, 7.2 m RT.	600 mm MAPLE	
STA. 11+508.8, 7.9 m RT.	850 mm MAPLE	
STA. 11+520.8, 8.2 m RT.	700 mm ELM	
STA. 11+526.8, 8.0 m RT.	300 mm ELM	
STA. 11+535.5, 7.9 m RT.	300 mm ELM	

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 30+025 RT. TO STA. 11+490 LT.
STA. 11+493 TO STA. 11+560 LT.

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	CASEY & GODFREY	1/03
	CHECKED	CASEY & GODFREY	3/03
	REVISIONS		5/22/03
	FIELD CHANGES		

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

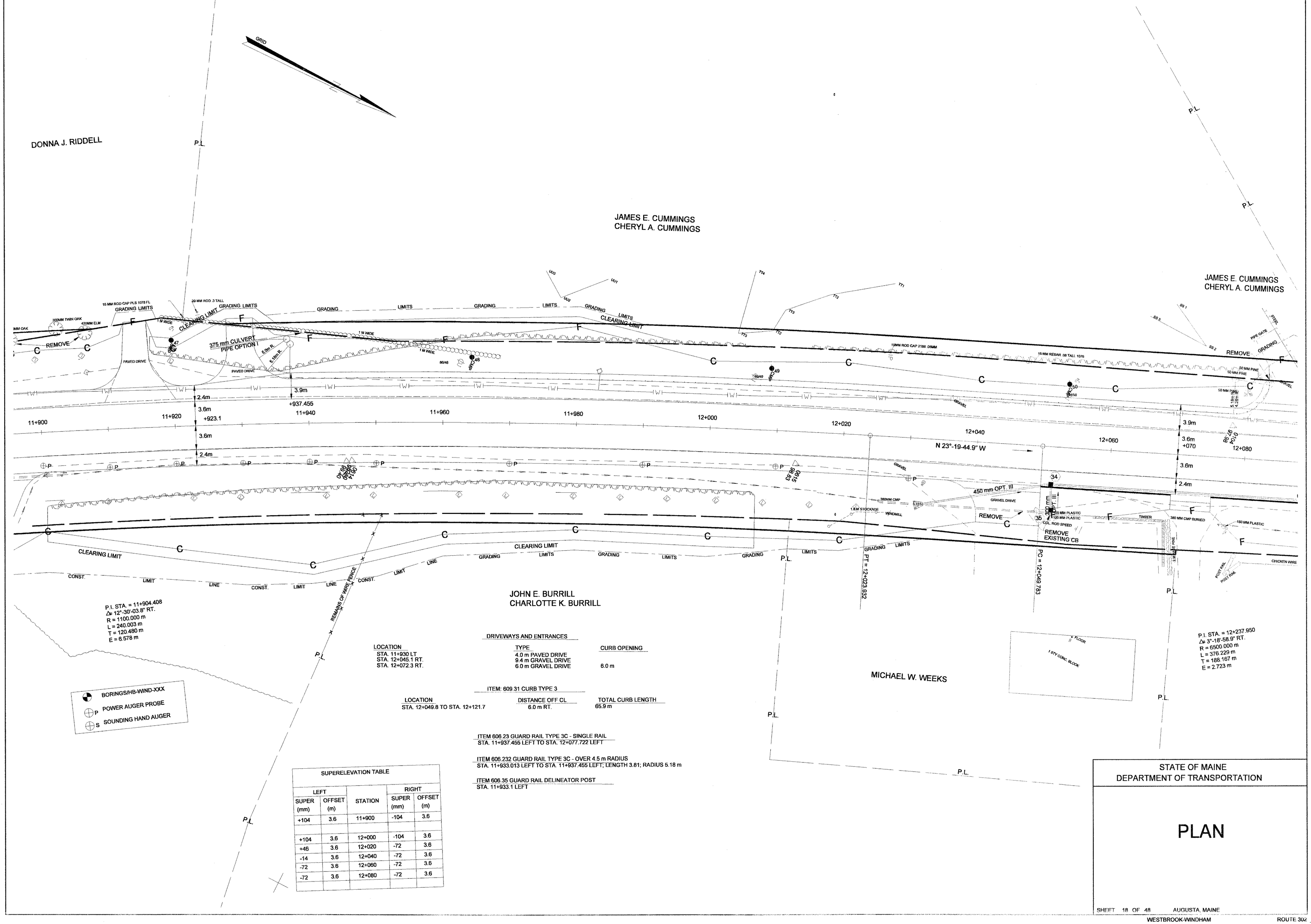
SHEET 15 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	46	280



DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 11+930 LT	4.0 m PAVED DRIVE	
STA. 12+045.1 RT.	9.4 m GRAVEL DRIVE	
STA. 12+072.3 RT.	6.0 m GRAVEL DRIVE	6.0 m

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 12+049.8 TO STA. 12+121.7	6.0 m RT.	65.9 m

ITEM 606.23 GUARD RAIL TYPE 3C - SINGLE RAIL
STA. 11+937.455 LEFT TO STA. 12+077.722 LEFT

ITEM 606.232 GUARD RAIL TYPE 3C - OVER 4.5 m RADIUS
STA. 11+933.013 LEFT TO STA. 11+937.455 LEFT; LENGTH 3.81; RADIUS 5.18 m

ITEM 606.35 GUARD RAIL DELINEATOR POST
STA. 11+933.1 LEFT

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
+104	3.6	11+900	-104	3.6
+104	3.6	12+000	-104	3.6
+46	3.6	12+020	-72	3.6
-14	3.6	12+040	-72	3.6
-72	3.6	12+060	-72	3.6
-72	3.6	12+080	-72	3.6

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/24/03
FIELD CHANGES		

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

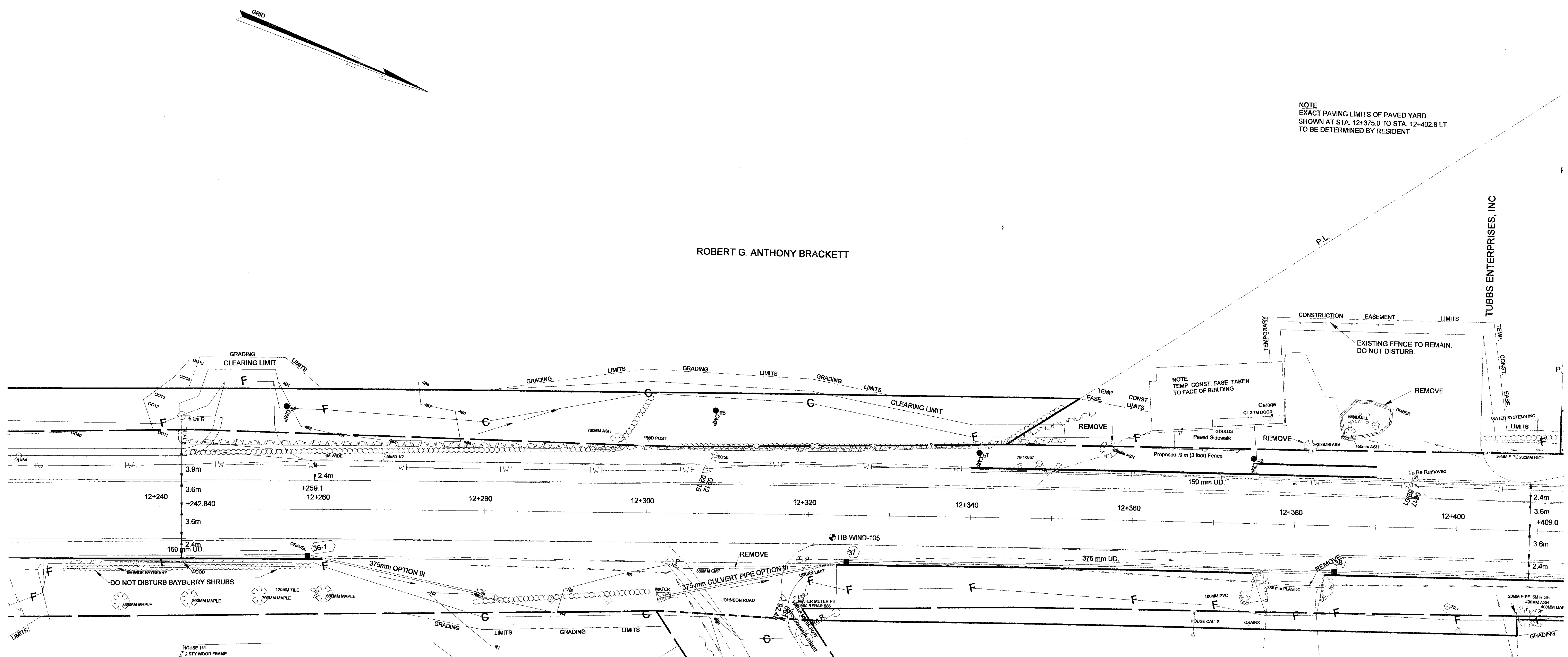
SHEET 18 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	48	280

NOTE
EXACT PAVING LIMITS OF PAVED YARD SHOWN AT STA. 12+375.0 TO STA. 12+402.8 LT. TO BE DETERMINED BY RESIDENT.



ROBERT G. ANTHONY BRACKETT

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
-72	3.6	12+230	-72	3.6
-72	3.6	12+400	-72	3.6

ITEM: 607.42 ORNAMENTAL PICKET FENCE

LOCATION
STA. 12+362.200 TO 12+374.392, 9.000m LT.
LENGTH = 12.192m HEIGHT = 900mm

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 12+356.9, 8.7 m LT.	450 mm ASH	450 mm
STA. 12+381.8, 9.7 m LT.	TWIN 300 mm ASH	450 mm

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS

LOCATION
STA. 12+300 To STA. 12+360

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 12+280 TO STA. 12+300 RT.

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 12+251.1 LT	6.0 m GRAVEL FIELD ENTRANCE	
STA. 12+307.6 RT.SKEWED AHEAD RT.	7.4 m PAVED ROAD	
STA. 12+380 RT.	6.3 m PAVED DRIVE	
STA. 12+396.5 LT.	13.0 m PAVED DRIVE	
STA. 12+375.0 TO 12+402.8 LT.	PAVED YARD	

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 12+323.8 TO STA. 13+070	6.0 m RT.	680.0 m
STA. 12+340 TO STA. 12+390	6.0 m LT.	50.0 m
STA. 12+375.2 TO STA. 12+390	7.5 m LT.	14.8 m

- BORINGS/HB-WIND-XXX
- P POWER AUGER PROBE
- S SOUNDING HAND AUGER

JOHN I. CALL, JR.
DONNA L. CALL

P.I. STA. = 12+237.950
Δ 3°-18'-58.9" RT.
R = 6500.000 m
L = 376.229 m
T = 188.167 m
E = 2.723 m

PROJECT DESIGN ENGINEER		BY	DATE
PLANS	DESIGN-DETAILED	CASEY & GODFREY	1/03
	CHECKED	CASEY & GODFREY	3/03
	REVISIONS		5/22/03
	FIELD CHANGES		

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

SHEET 20 OF 48 AUGUSTA, MAINE
WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	49	280

NOTE
EXACT PAVING LIMITS OF PAVED YARD
SHOWN AT STA. 12+375.0 TO STA. 12+402.8 LT.
TO BE DETERMINED BY RESIDENT.

PT. NO.	STATION	OFFSET	DESCRIPTION
A	55+007.459	8.669 m RT.	PC
B	55+012.459	8.693 m RT.	CC
C	55+017.545	8.716 m RT.	PT
D	55+017.545	9.453 m RT.	EDGE OF DRIVE
E	55+024.184	8.831 m RT.	EDGE OF DRIVE
F	55+024.184	6.500 m RT.	PC
G	55+029.184	6.500 m RT.	CC
H	55+029.184	1.500 m RT.	PT
I	55+031.276	1.651 m RT.	EDGE OF DRIVE
J	55+031.276	1.647 m LT.	EDGE OF DRIVE
K	55+017.389	15.000 m RT.	CC

P I STA. = 55+020.846
Δ= 25°-57'-16.8" RT.
R = 15.000 m
L = 6.795 m
T = 3.457 m
E = 0.393 m

P.I. STA. = 12+237.950
Δ= 3°-18'-58.9" RT.
R = 6500.000 m
L = 376.229 m
T = 188.167 m
E = 2.723 m

FRANKLIN G. ABEL, JR.
SHARON A. ABEL

ITEM : 610.08 PLAIN RIPRAP

LOCATION
STA. 12+490 LT. TO 12+502.7 LT. RIPRAP DITCH

ITEM: 201.11 CLEARING

LOCATION
STA. 12+432.7 TO STA. 12+451.9 RT.
STA. 12+440.9 TO STA. 12+473.5 LT.
STA. 12+487.6 TO STA. 12+526.1 LT.
STA. 12+547.6 TO STA. 12+628.1 LT.

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 12+500 To STA. 12+600

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 12+429.0 RT.	3.5 m PAVED DRIVE	6.0 m
STA. 12+480 LT.	10.0 m GRAVEL ENTRANCE	
STA. 12+504.6 LT.	3.2 m PAVED DRIVE	6.0 m
STA. 12+531.367 LT.	3.0 m PAVED DRIVE	
STA. 12+560 RT.	6.0 m GRAVEL DRIVE	6.0 m
STA. 12+570 RT.	5.6 m GRAVEL DRIVE	6.0 m

ITEM 606.23 GUARD RAIL TYPE 3C - SINGLE RAIL
STA. 12+441.900 LEFT TO STA. 12+468.570 LEFT; LENGTH 26.670m
STA. 12+491.456 LEFT TO STA. 12+521.936 LEFT; LENGTH 30.480m
STA. 12+538.324 LEFT TO STA. 12+622.144 LEFT; LENGTH 83.820m

ITEM 606.231 GUARD RAIL TYPE 3C - 4.5 m RADIUS AND LESS
STA. 12+535.747 LEFT TO STA. 12+538.324 LEFT, LENGTH 3.81; RADIUS 2.590m

ITEM 606.232 GUARD RAIL TYPE 3C OVER 4.5m RADIUS
STA. 12+468.570 LEFT TO STA. 12+475.026 LEFT; LENGTH 7.62; RADIUS 7.770
STA. 12+485.000 LEFT TO STA. 12+491.456 LEFT; LENGTH 7.62; RADIUS 7.770
STA. 12+521.936 LEFT TO STA. 12+528.392 LEFT; LENGTH 7.62; RADIUS 7.770

ITEM 606.35 GUARD RAIL DELINEATOR POST
STA. 12+441.9 LEFT
STA. 12+468.6 LEFT
STA. 12+475.0 LEFT
STA. 12+491.5 LEFT
STA. 12+521.9 LEFT
STA. 12+528.4 LEFT
STA. 12+538.3 LEFT

ITEM 606.79 GUARD RAIL 350 FLARED TERMINAL
STA. 12+430.470 LEFT TO STA. 12+441.900 LEFT

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 12+450.2, 8.3 m RT.	320 mm ASH	320 mm

SUPERELEVATION TABLE				
LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
-72	3.6	12+380	-72	3.6
-72	3.6	12+570	-72	3.6

BORINGS/HB WIND-XXX
P POWER AUGER PROBE
S SOUNDING HAND AUGER

DATE	BY
1/03	CASEY & GODFREY
3/03	CASEY & GODFREY
5/22/03	

PROJECT DESIGN ENGINEER
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

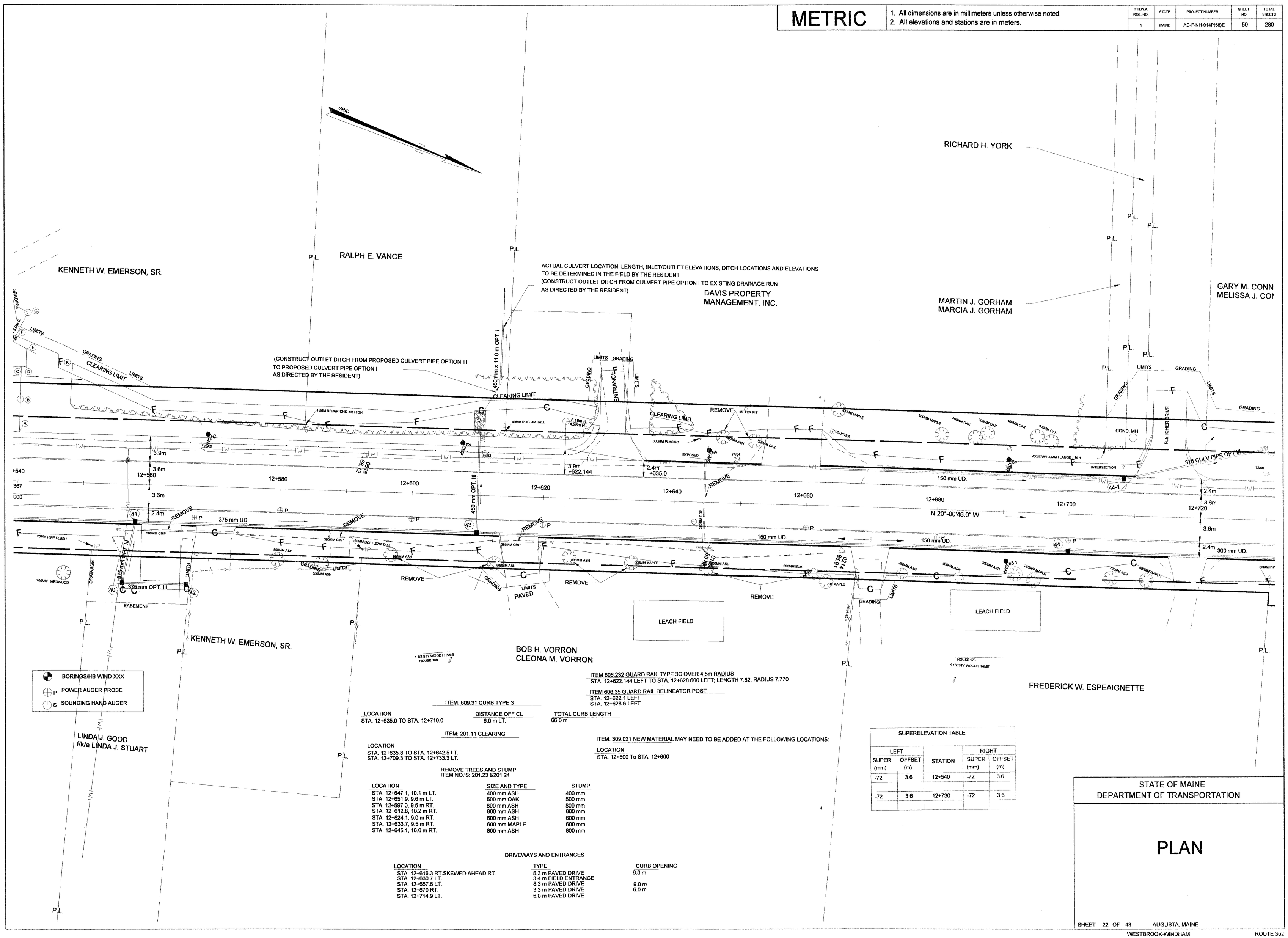
SHEET 21 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	50	280



ITEM 606.232 GUARD RAIL TYPE 3C OVER 4.5m RADIUS
STA. 12+622.144 LEFT TO STA. 12+628.600 LEFT; LENGTH 7.62; RADIUS 7.770

ITEM 606.35 GUARD RAIL DELINEATOR POST
STA. 12+622.1 LEFT
STA. 12+628.6 LEFT

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 12+635.0 TO STA. 12+710.0	6.0 m LT.	66.0 m

ITEM: 201.11 CLEARING

LOCATION
STA. 12+635.8 TO STA. 12+642.5 LT.
STA. 12+709.3 TO STA. 12+733.3 LT.

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 12+500 To STA. 12+600

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 12+647.1, 10.1 m LT.	400 mm ASH	400 mm
STA. 12+651.9, 9.6 m LT.	500 mm OAK	500 mm
STA. 12+597.0, 9.5 m RT.	800 mm ASH	800 mm
STA. 12+612.8, 10.2 m RT.	800 mm ASH	800 mm
STA. 12+624.1, 9.0 m RT.	600 mm ASH	600 mm
STA. 12+633.7, 9.5 m RT.	600 mm MAPLE	600 mm
STA. 12+645.1, 10.0 m RT.	800 mm ASH	800 mm

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 12+616.3 RT.SKEWED AHEAD RT.	6.3 m PAVED DRIVE	6.0 m
STA. 12+630.7 LT.	3.4 m FIELD ENTRANCE	
STA. 12+657.6 LT.	8.3 m PAVED DRIVE	9.0 m
STA. 12+670 RT.	3.3 m PAVED DRIVE	6.0 m
STA. 12+714.9 LT.	5.0 m PAVED DRIVE	

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
-72	3.6	12+540	-72	3.6
-72	3.6	12+730	-72	3.6

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/22/03
FIELD CHANGES		

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/22/03
FIELD CHANGES		

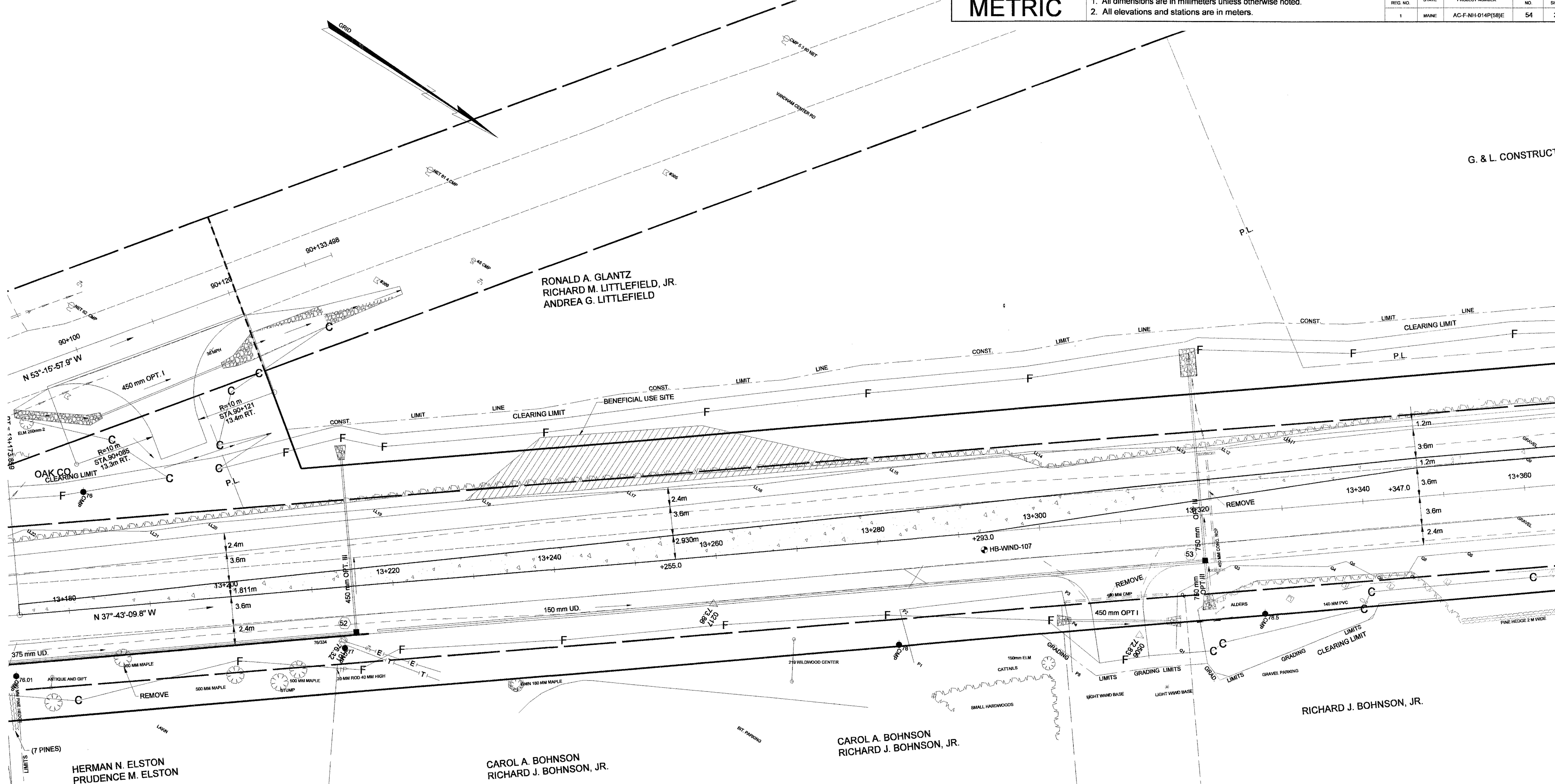
PLANS

06MAY95-01.01.50

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	54	280



ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 13+320 TO STA. 13+440 RT.

ITEM: 201.11 CLEARING

LOCATION
STA. 13+318.6 TO STA. 13+348.6 RT.

* ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 13+200 To STA. 13+420

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 13+308.7 RT.	6.1 m PAVED ROAD	

SUPERELEVATION TABLE

LEFT			RIGHT	
SUPER (mm)	OFFSET (m)	STATION	SUPER (mm)	OFFSET (m)
-72	3.6	13+180	+72	3.6
-72	3.6	13+200	0	3.6
-72	3.6	13+220	-72	3.6
-72	3.6	13+360	-72	3.6

BORINGS/HB-WIND-XXX
P POWER AUGER PROBE
S SOUNDING HAND AUGER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

SHEET 26 OF 48 AUGUSTA MAINE
WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	55	280

RONALD A. GLANTZ
RICHARD M. LITTLEFIELD, JR.
ANDREA G. LITTLEFIELD

G. & L. CONSTRUCTION, INC.

CHARD J. BOHNSON, JR.

ARTHUR G. WARDWELL

MILLARD L. C

ALBION ROAD

SEE SHEETS 23 AND 27
FOR ALBION ROAD (WEST) GRADING,
GEOMETRICS AND GRANITE CURB SUMMARY

Remove existing pavement. Loam, seed, mulch.
Grade to drain as directed by the Resident.
Removing pavement to be paid as incidental to common excavation
Grading to be paid under appropriate hourly rental items.

P.I. 50+035.716
= 09°-17'15.8" LT.
T = 7.245 m
L = 14.465 m
E = 0.262 m
R = 100.000 m

STA. 13+463.600 TO STA. 13+698.700
CONSTRUCT CONCRETE MEDIAN.
SEE SHEET 28 FOR LAYOUT DETAILS.
SEE SHEET 4 AND SPECIAL PROVISION 502
FOR OTHER REQUIREMENTS

SEE SHEET 24
FOR ALBION ROAD (EAST)
GRADING AND GEOMETRICS

BORINGS/HB-WIND-XXX
P POWER AUGER PROBE
S SOUNDING HAND AUGER

SUPERELEVATION TABLE

LEFT			RIGHT	
SUPER (mm)	OFFSET (m)	STATION	SUPER (mm)	OFFSET (m)
-72	3.6	13+340	-72	3.6
-72	3.6	13+520	-72	3.6

ITEM: 609.31 CURB TYPE 3

LOCATION		TOTAL CURB LENGTH
STA. 13+491.6 TO STA. 13+496.6,	9.6 m LT.	5.0 m
STA. 40+087.8 LT. ALBION RD. TO STA. 80+044.2 RT. WINDHAM CTR. RD.	16.1 m	
STA. 40+085.7 TO STA. 40+080.8 LT. ALBION RD.		15.0 m
STA. 40+033.8 ALBION RD. RT. TO STA. 80+092.0 WINDHAM CTR. RD. RT.		56.1 m

* ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 13+200 To STA. 13+420

* Note: Some of these areas include sections where pavement will need to be removed for x-pipe installation and intersection improvements

* ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

STA. 13+200 To STA. 13+420

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 50+025 RT. TO STA. 13+440 RT.
STA. 13+470 TO STA. 13+510 RT.
STA. 13+500 TO STA. 13+560 LT.

ITEM: 201.11 CLEARING

LOCATION
STA. 13+380.3 TO STA. 13+441.2 RT.

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 13+466.9, 12.8 m RT.	650 mm MAPLE	
STA. 13+506.2, 12.9 m RT.	700 mm OAK	700 mm

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 13+447.856 LT.SKEWED BACK LT.	9.0 m PAVED ROAD	
STA. 13+449.839 RT. SKEWED AHEAD RT.	7.7 m PAVED ROAD	
STA. 13+523.3 RT.	7.5 m PAVED ENTRANCE	
STA. 40+062.9 LT.	5.2 m GRAVEL DRIVE	
STA. 40+054.8 RT.	12.0 m GRAVEL DRIVE	13.0 m
STA. 50+018.0, SKEWED AHEAD RT.	5.4 m PAVED DRIVE	

PROJECT DESIGN ENGINEER
DESIGN-DETAILED — CASEY & GODFREY — 1/03
CHECKED — CASEY & GODFREY — 3/03
REVISIONS — 5/24/03
FIELD CHANGES
BY / DATE

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

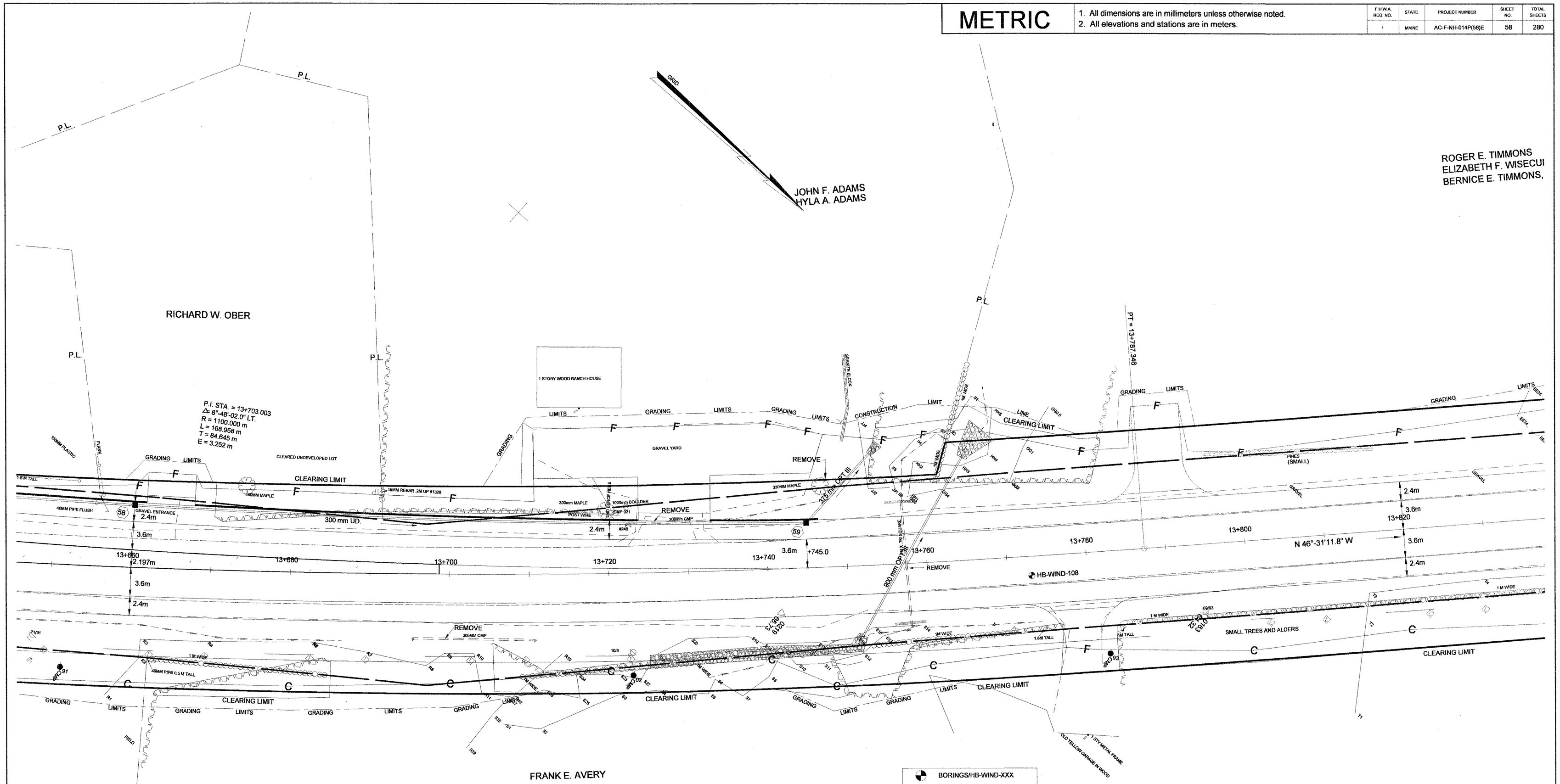
PLAN

SHEET 27 OF 48 AUGUSTA, MAINE

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-I-014P(58)E	58	280



BORINGS/HB-WIND-XXX
P POWER AUGER PROBE
S SOUNDING HAND AUGER

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 13+720 To STA. 14+040

ITEM: 201.11 CLEARING

LOCATION
STA. 13+663.3 TO STA. 13+685.2 RT.
STA. 13+670.2 TO STA. 13+720.5 LT.
STA. 13+705.4 TO STA. 13+750.3 RT.
STA. 13+753.2 TO STA. 13+782.8 LT.
STA. 13+755.5 TO STA. 13+776.7 RT.
STA. 13+783.1 TO STA. 13+965.8 RT.

ITEM : 610.18 STONE DITCH PROTECTION

LOCATION
STA. 13+725 TO 13+750.7 RT.

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 13+750 TO STA. 13+770 RT.
STA. 13+785 TO STA. 13+975 RT.

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 13+746.9, 10.2 m LT.	330 mm MAPLE	330 mm

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 13+728.3 LT.	9.0 m GRAVEL	
STA. 13+779.5 RT. SKEWED BACK RT.	4.5 m GRAVEL DRIVE	
STA. 13+790 LT.	6.0 m FIELD ENTRANCE	

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
-104	3.6	13+650	+104	3.6
-104	3.6	13+760	+104	3.6
-72	3.6	13+780	+46	3.6
-72	3.6	13+800	-14	3.6
-72	3.6	13+820	-72	3.6

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		
FIELD CHANGES		

PLANS

05MAY95-01.01.50

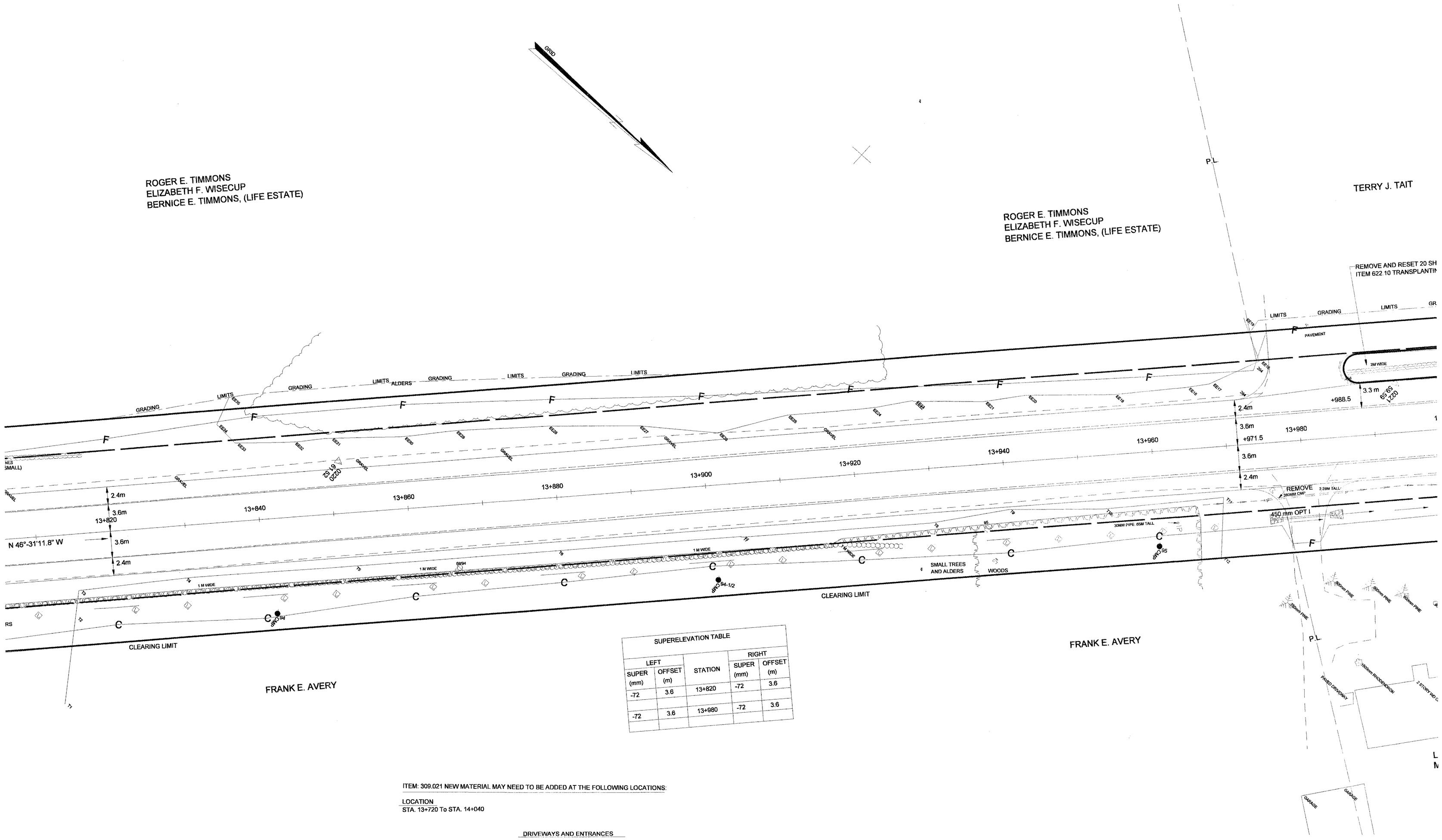
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

SHEET 30 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC	1. All dimensions are in millimeters unless otherwise noted. 2. All elevations and stations are in meters.	F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
		1	ME	AC-F-NH-014P(58)E	59	280



SUPERELEVATION TABLE				
LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
-72	3.6	13+820	-72	3.6
-72	3.6	13+980	-72	3.6

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 13+720 To STA. 14+040

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 13+980 RT.	3.7 m PAVED DRIVE	
STA. 13+981.5 LT.	9.7 m PAVED DRIVE	

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 13+988.35 TO STA. 14+002.6	6.9 m LT.	14.25 m
STA. 13+988.35 TO STA. 14+002.6	11.0 m LT.	14.25 m
STA. 13+988.35, 8.95 m LT. (2.05 m RADIUS)		6.4 m

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 13+985 TO STA. 14+009 RT.

PROJECT DESIGN ENGINEER		BY	DATE
DESIGN-DETAILED		CASEY & GODFREY	1/03
CHECKED		CASEY & GODFREY	3/03
REVISIONS	PLANS		5/22/03
FIELD CHANGES			

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

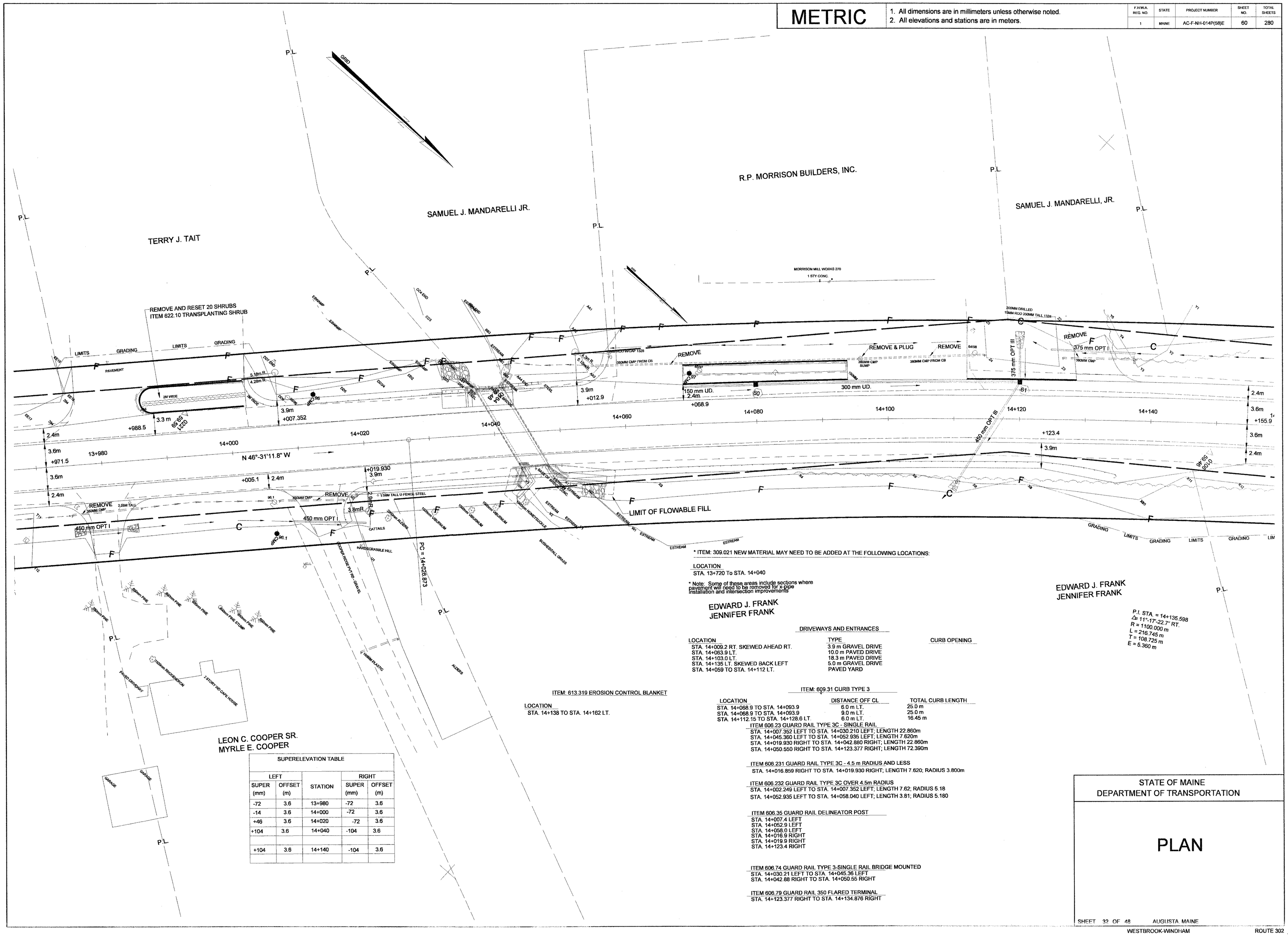
SHEET 31 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	60	280



DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		
FIELD CHANGES		

PROJECT DESIGN ENGINEER

PLANS

5/12/03

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

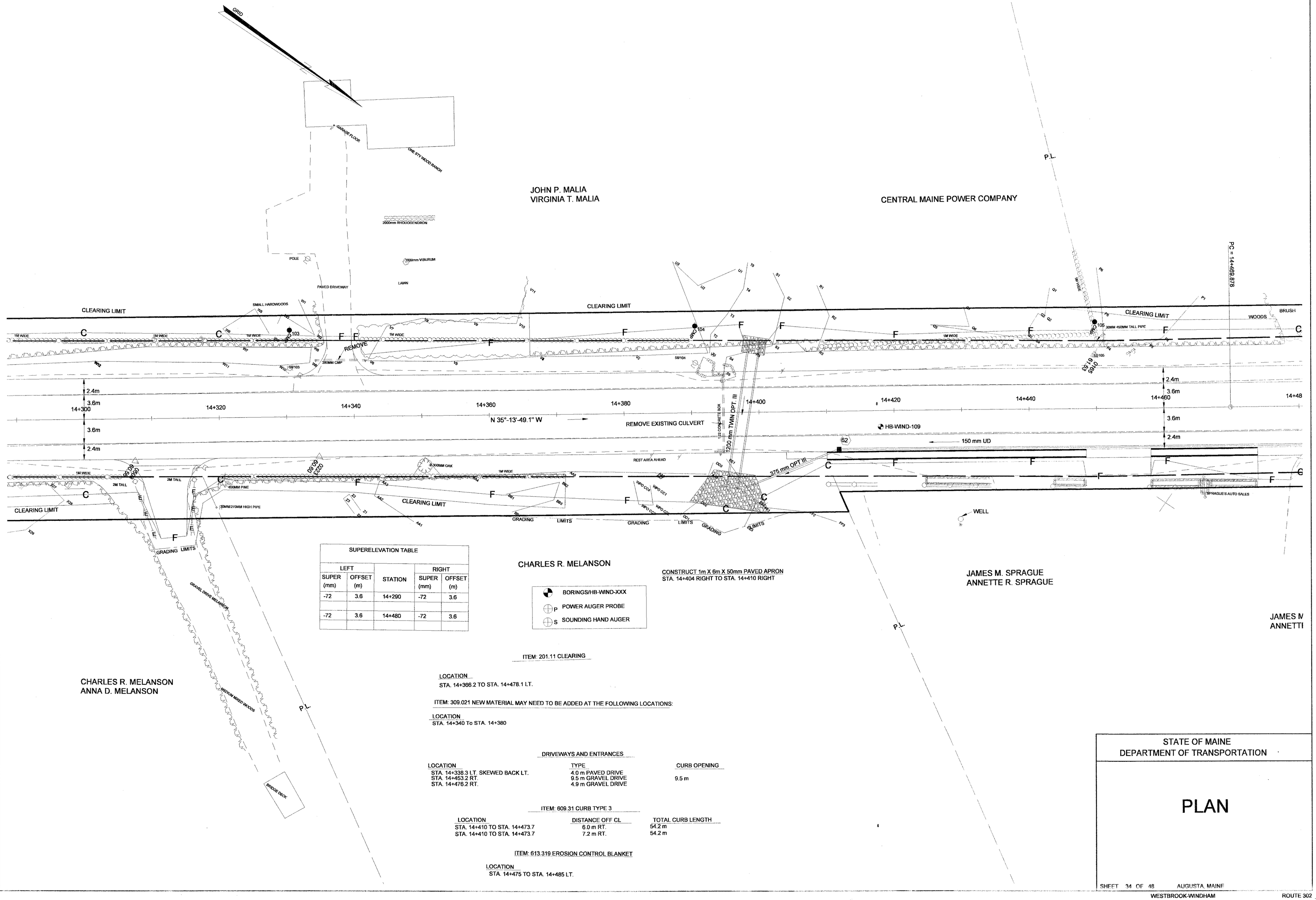
SHEET 32 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	62	280



SUPERELEVATION TABLE				
LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
-72	3.6	14+290	-72	3.6
-72	3.6	14+480	-72	3.6

ITEM: 201.11 CLEARING

LOCATION
STA. 14+366.2 TO STA. 14+478.1 LT.

ITEM: 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 14+340 To STA. 14+380

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 14+338.3 LT. SKEWED BACK LT.	4.0 m PAVED DRIVE	9.5 m
STA. 14+453.2 RT.	9.5 m GRAVEL DRIVE	
STA. 14+476.2 RT.	4.9 m GRAVEL DRIVE	

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 14+410 TO STA. 14+473.7	6.0 m RT.	54.2 m
STA. 14+410 TO STA. 14+473.7	7.2 m RT.	54.2 m

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 14+475 TO STA. 14+485 LT.

PROJECT ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/12/03
FIELD CHANGES		

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

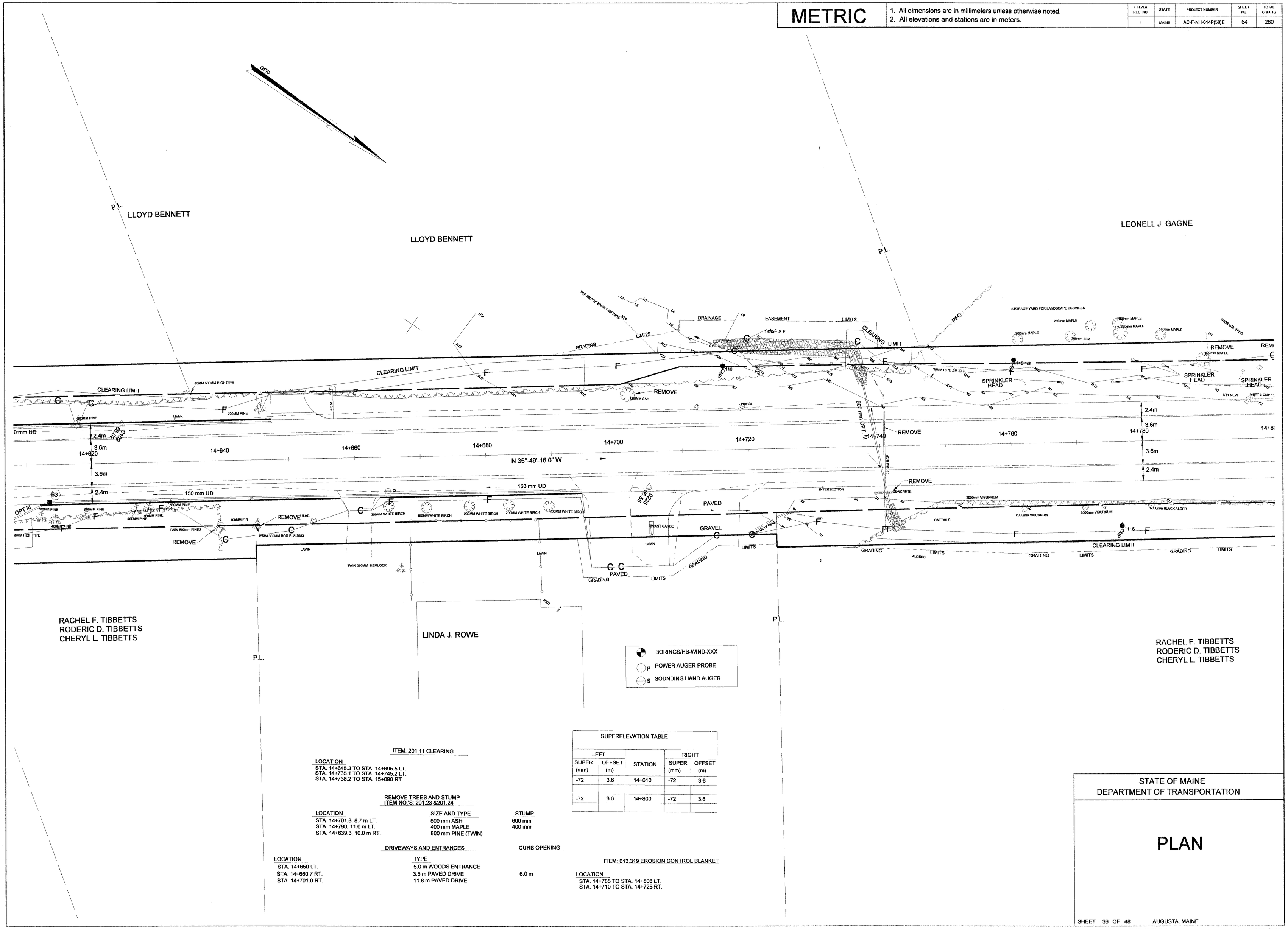
SHEET 34 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NII-014P(58)E	64	280



SUPERELEVATION TABLE				
LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
-72	3.6	14+610	-72	3.6
-72	3.6	14+800	-72	3.6

ITEM: 201.11 CLEARING

LOCATION
STA. 14+645.3 TO STA. 14+695.5 LT.
STA. 14+735.1 TO STA. 14+745.2 LT.
STA. 14+738.2 TO STA. 15+090 RT.

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 14+701.8, 8.7 m LT.	600 mm ASH	600 mm
STA. 14+790, 11.0 m LT.	400 mm MAPLE	400 mm
STA. 14+639.3, 10.0 m RT.	800 mm PINE (TWIN)	

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 14+650 LT.	5.0 m WOODS ENTRANCE	
STA. 14+660.7 RT.	3.5 m PAVED DRIVE	6.0 m
STA. 14+701.0 RT.	11.8 m PAVED DRIVE	

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 14+785 TO STA. 14+808 LT.
STA. 14+710 TO STA. 14+725 RT.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/22/03
FIELD CHANGES		

PLANS

05MAY95-01:01:50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

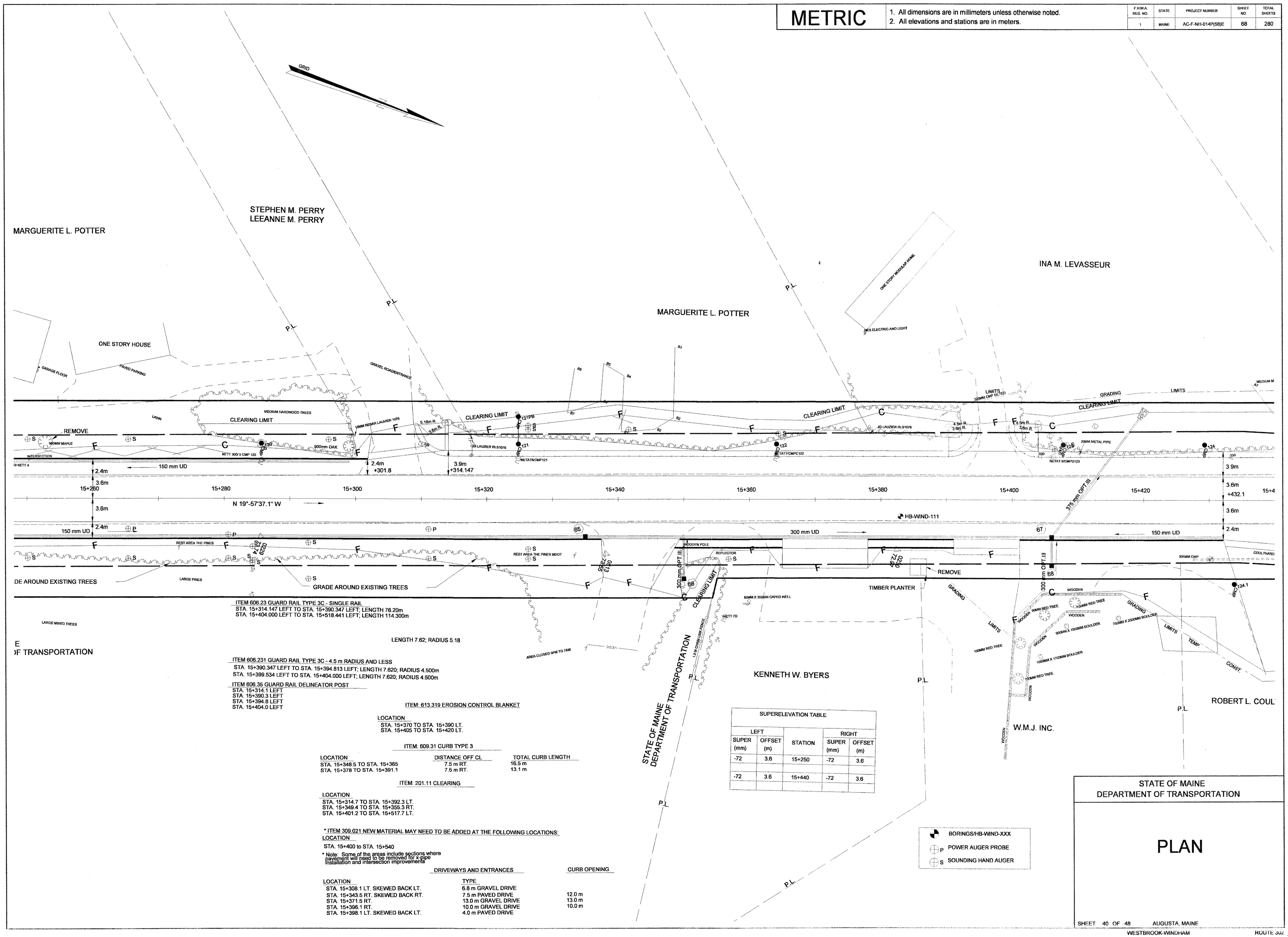
SHEET 36 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	68	280



ITEM 606.23 GUARD RAIL TYPE 3C - SINGLE RAIL
STA. 15+314.147 LEFT TO STA. 15+390.347 LEFT; LENGTH 76.20m
STA. 15+404.000 LEFT TO STA. 15+518.441 LEFT; LENGTH 114.300m

ITEM 606.231 GUARD RAIL TYPE 3C - 4.5 m RADIUS AND LESS
STA. 15+390.347 LEFT TO STA. 15+394.813 LEFT; LENGTH 7.620; RADIUS 4.500m
STA. 15+399.534 LEFT TO STA. 15+404.000 LEFT; LENGTH 7.620; RADIUS 4.500m

ITEM 606.35 GUARD RAIL DELINEATOR POST
STA. 15+314.1 LEFT
STA. 15+390.3 LEFT
STA. 15+394.8 LEFT
STA. 15+404.0 LEFT

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 15+370 TO STA. 15+390 LT.
STA. 15+405 TO STA. 15+420 LT.

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 15+348.5 TO STA. 15+365	7.5 m RT.	16.5 m
STA. 15+378 TO STA. 15+391.1	7.5 m RT.	13.1 m

ITEM: 201.11 CLEARING

LOCATION
STA. 15+314.7 TO STA. 15+392.3 LT.
STA. 15+349.4 TO STA. 15+355.3 RT.
STA. 15+401.2 TO STA. 15+517.7 LT.

* ITEM 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:
LOCATION
STA. 15+400 to STA. 15+540

* Note: Some of the areas include sections where pavement will need to be removed for x-pipe installation and intersection improvements

DRIVEWAYS AND ENTRANCES	TYPE	CURB OPENING
LOCATION		
STA. 15+308.1 LT. SKEWED BACK LT.	6.8 m GRAVEL DRIVE	
STA. 15+343.5 RT. SKEWED BACK RT.	7.5 m PAVED DRIVE	12.0 m
STA. 15+371.5 RT.	13.0 m GRAVEL DRIVE	13.0 m
STA. 15+396.1 RT.	10.0 m GRAVEL DRIVE	10.0 m
STA. 15+398.1 LT. SKEWED BACK LT.	4.0 m PAVED DRIVE	

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
-72	3.6	15+250	-72	3.6
-72	3.6	15+440	-72	3.6

BORINGS/HB-WIND-XXX
P POWER AUGER PROBE
S SOUNDING HAND AUGER

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/26/03
FIELD CHANGES		

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

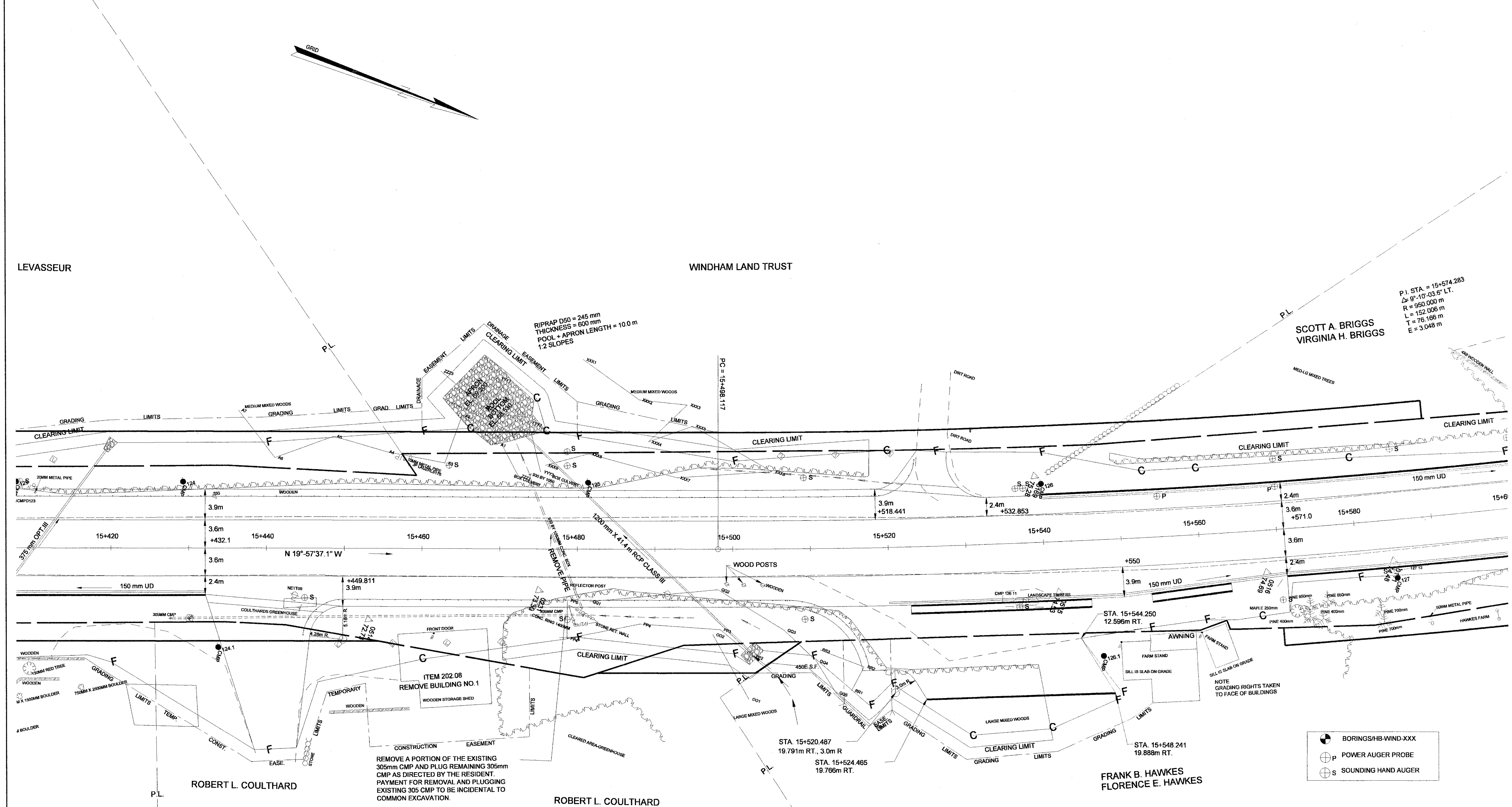
PLAN

SHEET 40 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.



REMOVE A PORTION OF THE EXISTING 305mm CMP AND PLUG REMAINING 305mm CMP AS DIRECTED BY THE RESIDENT. PAYMENT FOR REMOVAL AND PLUGGING EXISTING 305 CMP TO BE INCIDENTAL TO COMMON EXCAVATION.

ITEM 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 15+400 to STA. 15+540

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 15+522.8 TO STA. 15+545.8	7.5 m RT.	23.2 m
STA. 15+522.8 TO STA. 15+545.8	8.7 m RT.	23.2 m
STA. 15+524.4 TO STA. 15+548.2	19.7 m RT.	24.2 m
STA. 15+540 TO STA. 15+605.5	6.0 m LT.	65.1 m
STA. 15+553.5 TO STA. 15+563.7	7.2m to 6.5m RT.	10.3 m
STA. 15+553.5 TO STA. 15+563.7	8.4m to 7.7m RT.	10.3 m
STA. 15+571 TO STA. 15+734.9	6.0 m RT.	146.7 m

ITEM: 201.11 CLEARING

LOCATION
STA. 15+470.4 TO STA. 15+540.1 RT.
STA. 15+549.1 TO STA. 15+590.3 LT.
STA. 15+592.9 TO STA. 15+620.9 RT.

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 15+441.1 RT.	5.4 m GRAVEL DRIVE	
STA. 15+518 RT. TO 15+571 RT.	CONSTRUCT PAVED YARD	
STA. 15+525.9 LT. SKEWED AHEAD LT.	3.8 m WOODS ENTRANCE	
STA. 15+520.0 RT.	8.0 m PAVED ENTRANCE	
STA. 15+549.7 RT.	7.8 m PAVED ENTRANCE	7.8 m
STA. 15+567.4 RT.	7.3 m PAVED ENTRANCE	7.3 m

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
-72	3.6	15+410	-72	3.6
-72	3.6	15+460	-72	3.6
-72	3.6	15+480	-09	3.6
-72	3.6	15+500	+54	3.6
-117	3.6	15+520	+117	3.6
-117	3.6	15+590	+117	3.6

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 15+500 TO STA. 15+520 LT.
STA. 15+450 TO STA. 15+475 RT.

ITEM 606.23 GUARD RAIL TYPE 3C - SINGLE RAIL
STA. 15+449.811 RIGHT TO STA. 15+506.900 RIGHT; LENGTH 57.150m

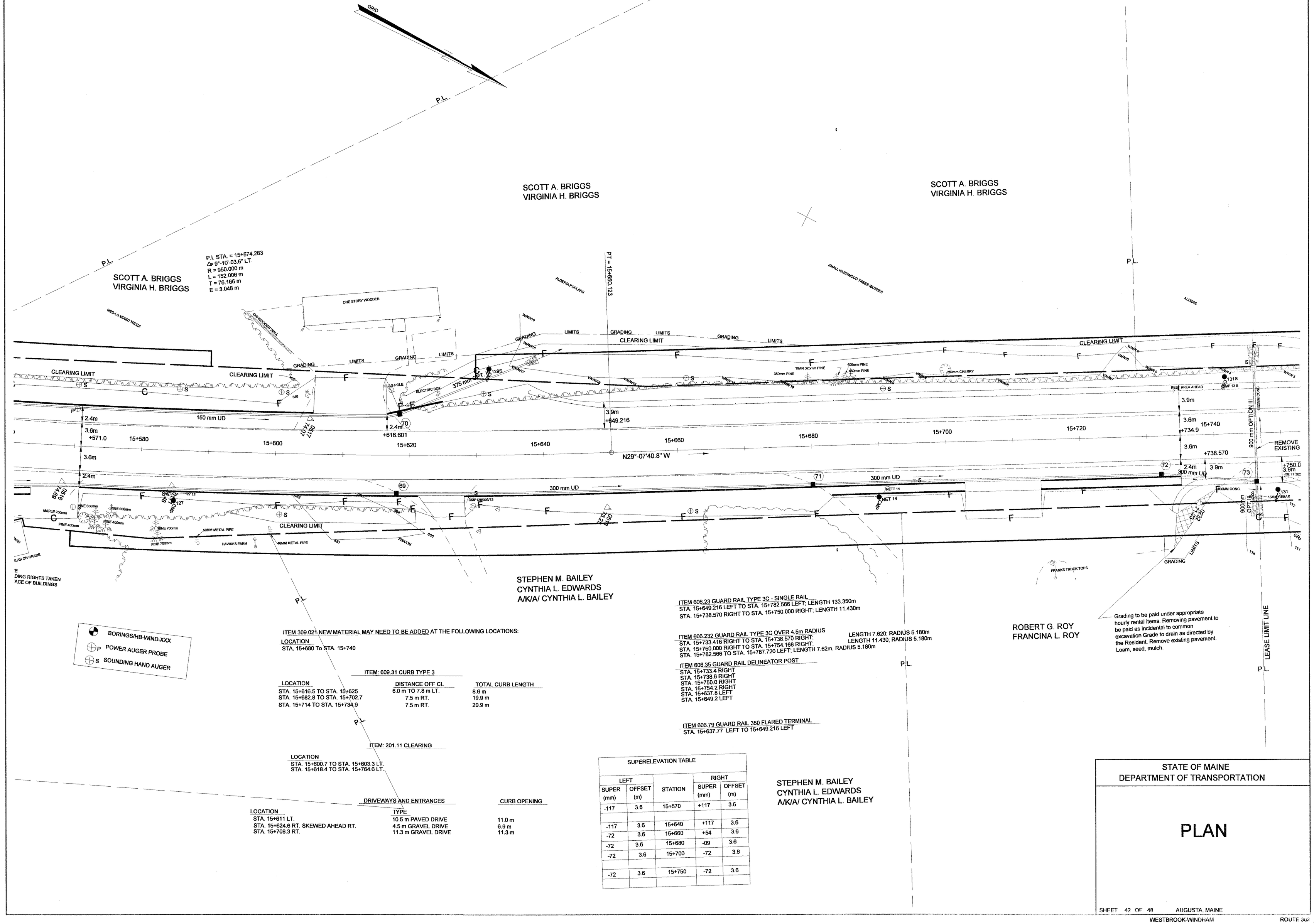
ITEM 606.232 GUARD RAIL TYPE 3C OVER 4.5m RADIUS
STA. 15+444.657 RIGHT TO STA. 15+449.811 RIGHT; LENGTH 7.620; RADIUS 5.180m
STA. 15+506.900 RIGHT TO STA. 15+517.300 RIGHT; LENGTH 15.240; RADIUS 10.660m
STA. 15+518.441 LEFT TO STA. 15+523.757 LEFT; LENGTH 7.620; RADIUS 5.180m

ITEM 606.35 GUARD RAIL DELINEATOR POST
STA. 15+444.6 RIGHT
STA. 15+449.8 RIGHT
STA. 15+506.9 RIGHT
STA. 15+517.3 RIGHT
STA. 15+518.4 LEFT
STA. 15+523.6 LEFT

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	70	280



ITEM 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 15+680 To STA. 15+740

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL	TOTAL CURB LENGTH
STA. 15+616.5 TO STA. 15+625	6.0 m TO 7.8 m LT.	8.6 m
STA. 15+682.8 TO STA. 15+702.7	7.5 m RT.	19.9 m
STA. 15+714 TO STA. 15+734.9	7.5 m RT.	20.9 m

ITEM: 201.11 CLEARING

LOCATION
STA. 15+600.7 TO STA. 15+603.3 LT.
STA. 15+618.4 TO STA. 15+764.6 LT.

DRIVEWAYS AND ENTRANCES LOCATION	TYPE	CURB OPENING
STA. 15+611 LT.	10.5 m PAVED DRIVE	11.0 m
STA. 15+624.6 RT. SKEWED AHEAD RT.	4.5 m GRAVEL DRIVE	6.9 m
STA. 15+708.3 RT.	11.3 m GRAVEL DRIVE	11.3 m

ITEM 606.23 GUARD RAIL TYPE 3C - SINGLE RAIL
STA. 15+649.216 LEFT TO STA. 15+782.566 LEFT; LENGTH 133.350m
STA. 15+738.570 RIGHT TO STA. 15+750.000 RIGHT; LENGTH 11.430m

ITEM 606.232 GUARD RAIL TYPE 3C OVER 4.5m RADIUS
STA. 15+733.416 RIGHT TO STA. 15+738.570 RIGHT; LENGTH 7.620; RADIUS 5.180m
STA. 15+750.000 RIGHT TO STA. 15+754.168 RIGHT; LENGTH 11.430; RADIUS 5.180m
STA. 15+782.566 TO STA. 15+787.720 LEFT; LENGTH 7.62m, RADIUS 5.180m

ITEM 606.35 GUARD RAIL DELINEATOR POST
STA. 15+733.4 RIGHT
STA. 15+738.6 RIGHT
STA. 15+750.0 RIGHT
STA. 15+754.2 RIGHT
STA. 15+637.8 LEFT
STA. 15+649.2 LEFT

ITEM 606.79 GUARD RAIL 350 FLARED TERMINAL
STA. 15+637.77 LEFT TO 15+649.216 LEFT

SUPERELEVATION TABLE

LEFT SUPER (mm)	LEFT OFFSET (m)	STATION	RIGHT SUPER (mm)	RIGHT OFFSET (m)
-117	3.6	15+570	+117	3.6
-117	3.6	15+640	+117	3.6
-72	3.6	15+660	+54	3.6
-72	3.6	15+680	-09	3.6
-72	3.6	15+700	-72	3.6
-72	3.6	15+750	-72	3.6

Grading to be paid under appropriate hourly rental items. Removing pavement to be paid as incidental to common excavation Grade to drain as directed by the Resident. Remove existing pavement. Loam, seed, mulch.

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY A GODFREY	1/03
CHECKED	CASEY A GODFREY	3/03
REVISIONS		
FIELD CHANGES		

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

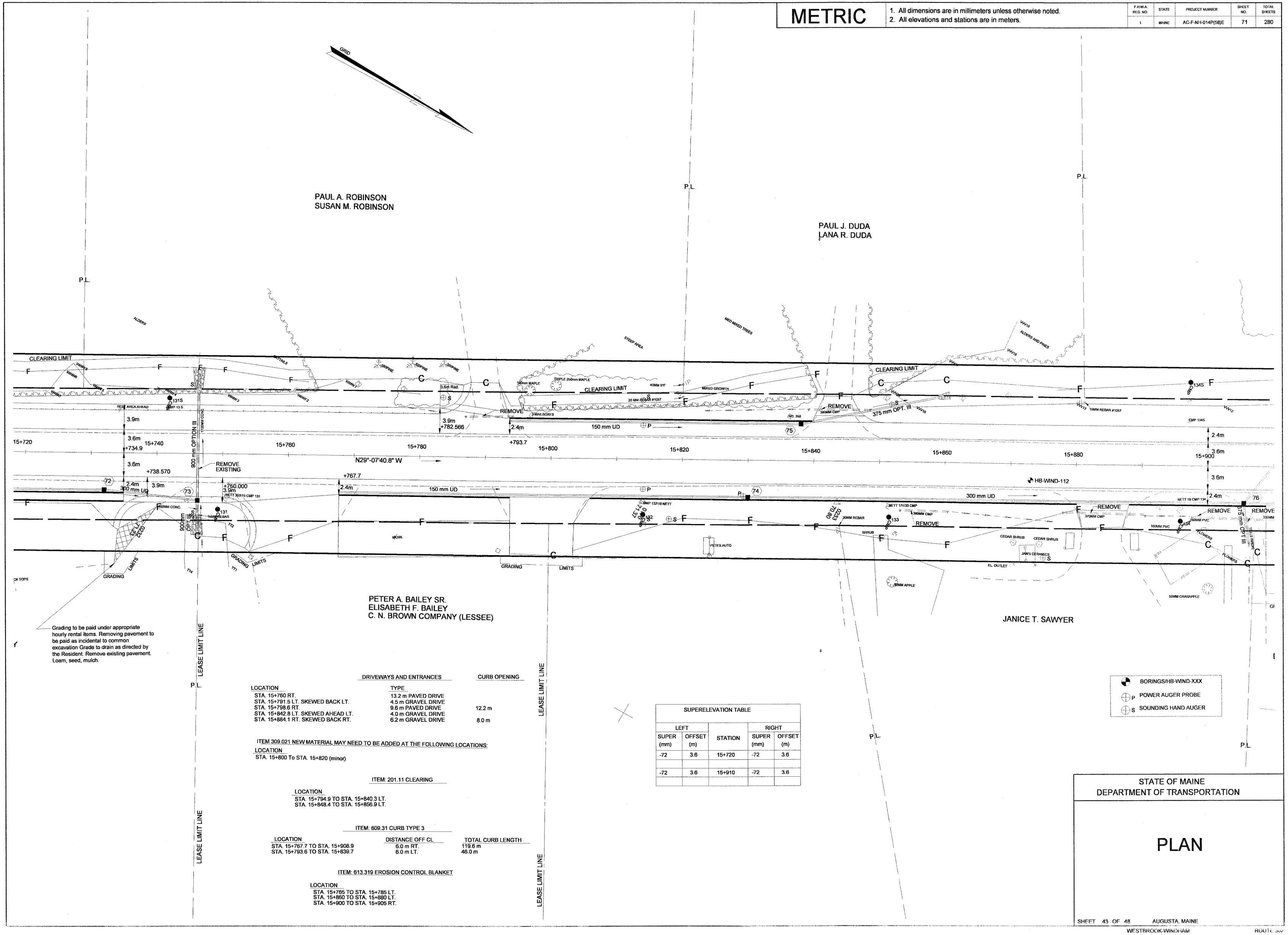
SHEET 42 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	71	280



Grading to be paid under appropriate hourly rental items. Removing pavement to be paid as incidental to common excavation Grade to drain as directed by the Resident. Remove existing pavement. Loam, seed, mulch.

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE	CURB OPENING
STA. 15+760 RT.	13.2 m PAVED DRIVE	
STA. 15+791.5 LT. SKEWED BACK LT.	4.5 m GRAVEL DRIVE	
STA. 15+798.6 RT.	9.6 m PAVED DRIVE	12.2 m
STA. 15+842.8 LT. SKEWED AHEAD LT.	4.0 m GRAVEL DRIVE	
STA. 15+884.1 RT. SKEWED BACK RT.	6.2 m GRAVEL DRIVE	8.0 m

ITEM 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 15+800 To STA. 15+820 (minor)

ITEM: 201.11 CLEARING

LOCATION
STA. 15+794.9 TO STA. 15+840.3 LT.
STA. 15+848.4 TO STA. 15+856.9 LT.

ITEM: 609.31 CURB TYPE 3

LOCATION	DISTANCE OFF CL.	TOTAL CURB LENGTH
STA. 15+767.7 TO STA. 15+908.9	6.0 m RT.	119.6 m
STA. 15+793.6 TO STA. 15+839.7	6.0 m LT.	46.0 m

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 15+765 TO STA. 15+785 LT.
STA. 15+860 TO STA. 15+880 LT.
STA. 15+900 TO STA. 15+905 RT.

SUPERELEVATION TABLE

LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
-72	3.6	15+720	-72	3.6
-72	3.6	15+910	-72	3.6

PROJECT DESIGN ENGINEER	BY	DATE
DESIGN-DETAILED	CASEY & GODFREY	1/03
CHECKED	CASEY & GODFREY	3/03
REVISIONS		5/22/03
FIELD CHANGES		

PLANS

05MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

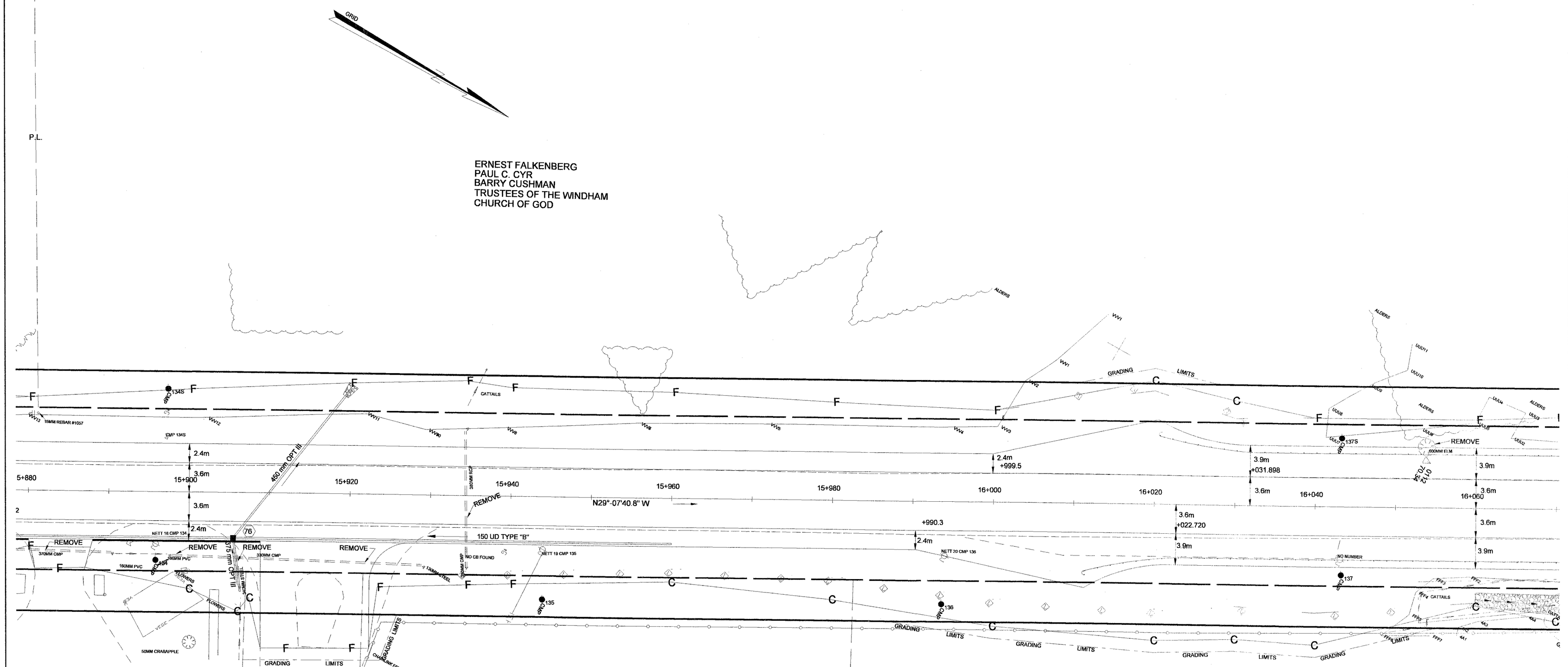
SHEET 43 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302

METRIC

1. All dimensions are in millimeters unless otherwise noted.
2. All elevations and stations are in meters.

F.H.W.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	AC-F-NH-014P(58)E	72	280



BORINGS/HB-WIND-XXX
P POWER AUGER PROBE
S SOUNDING HAND AUGER

SUPERELEVATION TABLE				
LEFT		STATION	RIGHT	
SUPER (mm)	OFFSET (m)		SUPER (mm)	OFFSET (m)
-72	3.6	15+880	-72	3.6
-72	3.6	16+070	-72	3.6

REMOVE TREES AND STUMP
ITEM NO.'S: 201.23 &201.24

LOCATION	SIZE AND TYPE	STUMP
STA. 16+053.8, 7.5 m LT.	600 mm ELM	600 mm

ITEM 309.021 NEW MATERIAL MAY NEED TO BE ADDED AT THE FOLLOWING LOCATIONS:

LOCATION
STA. 15+940 To STA. 15+980

ITEM : 610.18 STONE DITCH PROTECTION

LOCATION
STA. 16+060 TO 16+070 RT.

DRIVEWAYS AND ENTRANCES

LOCATION	TYPE
STA. 15+915.5 RT.	13.4 m PAVED DRIVE

ITEM : 610.08 PLAIN RIPRAP

LOCATION
STA. 16+070 RT. TO 16+167 RT. RIPRAP DITCH

ITEM 606.23 GUARD RAIL TYPE 3C - SINGLE RAIL
STA. 16+031.898 LEFT TO STA. 16+089.048 LEFT; LENGTH 57.150m
STA. 16+022.720 RIGHT TO STA. 16+167.500 RIGHT; LENGTH 144.780m

ITEM 606.35 GUARD RAIL DELINEATOR POST

STA. 16+031.9 LEFT
STA. 16+022.7 RIGHT
STA. 16+011.3 RIGHT

ITEM 606.79 GUARD RAIL 350 FLARED TERMINAL
STA. 16+020.468 LEFT TO 16+031.898 LEFT
STA. 16+011.290 RIGHT TO 16+022.720 RIGHT

ITEM: 613.319 EROSION CONTROL BLANKET

LOCATION
STA. 16+000 TO STA. 16+040 LT.
STA. 15+925 TO STA. 16+060 RT.

ITEM : 607.25 REMOVE AND RESET CHAIN LINK FENCE

LOCATION
STA. 16+006.0 RT. TO STA. 16+046.0 RT.

DATE	BY	PROJECT DESIGN ENGINEER
1/03	CASEY & GODFREY	DESIGN-DETAILED
3/03	CASEY & GODFREY	CHECKED
5/22/03		REVISIONS
		FIELD CHANGES

PLANS

06MAY95-01.01.50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN

SHEET 44 OF 48 AUGUSTA, MAINE

WESTBROOK-WINDHAM ROUTE 302